

206729

DEED GRANTING FLOWAGE EASEMENTS FOR
GREENUP LOCKS AND DAM PROJECT

THIS DEED, made and executed as of the 12TH day of JUNE, 1959, by and between THE CHESAPEAKE AND OHIO RAILWAY COMPANY, a Virginia Corporation, party of the first part, and the UNITED STATES OF AMERICA, party of the second part;

WITNESSETH, that for and in consideration of the sum of Twenty-seven Thousand Four Hundred Ten Dollars (\$27,410.00), cash in hand paid by the party of the second part to the party of the first part, the receipt and sufficiency of which are hereby acknowledged, the party of the first part does hereby GRANT, BARGAIN, SELL AND CONVEY unto the party of the second part, with special warranty of title, the perpetual rights, powers, privileges and easements, as required in connection with the operation and maintenance of the Greenup Locks and Dam Project, in, upon, over and across the lands described in Exhibit A and shown on the drawings identified as Exhibit B, both of which exhibits are hereto attached and made part hereof, which said rights, powers, privileges and easements are as follows:

a. Permanently to overflow, flood and submerge those portions of the lands described in Exhibit A and shown on Exhibit B, situated on the left descending bank of the Ohio River and on both banks of the Big Sandy River and lying between the ordinary high water lines, as designated in the legal descriptions of said lands, and the normal pool of the Greenup Dam, elevation 515.0 feet, mean sea level, Sandy Hook Datum (all elevations as hereinafter stated or referred to shall be understood as being the stated number of feet above mean sea level, Sandy Hook Datum);

b. Permanently to overflow, flood and submerge those portions of the lands described in Exhibit A and shown in Exhibit B, situated on streams tributary to the Ohio River and lying below the normal pool of the Greenup Dam, elevation 515.0;

SEE MAPS IN FILES

c. Occasionally to overflow, flood and submerge those portions of the lands described in Exhibit A and shown on Exhibit B, lying between the normal pool of the Greenup Dam, elevation 515.0, and the elevations set forth in said land descriptions, Exhibit A, and shown on said drawings, Exhibit B; provided, however, that as to those portions of said lands situated on both banks of the Guyandot River, and as to Tract No. A-114E-33 on the Ohio River, such last-named interest, right and easement shall extend only between elevations 517.0 and 516.0, respectively, and the elevations set forth in said land descriptions, Exhibit A, and shown on said drawings, Exhibit B;

d. Together with the continuing right to clear and remove from the areas shown and described in Exhibit A and B, any brush, debris, and natural obstructions which are detrimental to the operation of said project.

This conveyance is made subject to outstanding rights in parties other than the party of the first part in and to public highways, including city streets and county roads, and vested rights and/or easements of public utilities (including those of cities, counties and municipalities) other than the party of the first part, and pipelines, and subject, also, to the rights outstanding in third parties under and by virtue of the following leases, agreements and instruments:

(a) Tract No. A-114E-29. The right to use underpass under Railroad's bridge over Twelve Pole Creek, granted to or reserved by, S. Floyd Hoard and Pitt Hoard, in deed dated May 1, 1897 between said parties and The Chesapeake and Ohio Railway Company, recorded in Deed Book 44, Page 582 of the records of Wayne County, West Virginia.

(b) Tract No. A-114E-32. Unrecorded agreement dated August 7, 1925 between The Chesapeake and Ohio Railway Company and the Huntington and Ohio Bridge Company, granting easement to locate and construct a bridge over and across Railroad's property at 6th Street, Huntington, West Virginia.

(c) Tract No. A-114E-24. Pipeline easement of Ashland By-Products Gas Company dated March 20, 1956, recorded in Deed Record Volume 319, Page 298 of the records of Boyd County, Kentucky.

(d) Tract No. A-114E-29. Outstanding rights in and to an existing 10-inch pipeline located in the vicinity of C&O Railway's Mile Post 510.

(e) Tract No. A-114E-29. Outstanding rights in and to an existing 2-inch gas pipeline located opposite C&O Railway's Valuation Station 4353/74.

(f) Tract No. A-114E-31. Outstanding rights in and to a 12-inch pipeline now or formerly owned by Huntington Delivery and Gas Company.

(g) Tract No. A-114E-33. Lease dated January 19, 1955 from C&O Railway Company to Esso Standard Oil Company, for the original term of ten years beginning April 1, 1954, renewable for two additional ten year terms.

(h) Tract No. A-114E-33. Lease dated September 22, 1955 from C&O Railway Company to Ross Concrete and Mortar, Inc., for location of barge mooring facilities, crane platform and a plant handling sand, gravel and ready mixed concrete.

(i) Tract No. A-114E-25. Outstanding rights in and to an existing pole line and right of way therefor, as described in deed dated 15 December 1927, from Ohio Valley Electric Railway Company to Kentucky and West Virginia Power Company, Incorporated, recorded 29 December 1927, in Deed Book No. 116, Page 372, records of Boyd County, Kentucky.

In consideration of the premises the party of the first part agrees that, except as to the outstanding rights, easements or estates and the leases, agreements and instruments hereinbefore referred to, it will remove or cause to be removed and will neither construct nor maintain or permit the construction or maintenance on any portions of the said lands wherein the aforesaid easements are granted, lying below the upper elevations set forth in said Exhibit A and shown on said Exhibit B, any buildings for human habitation, and will not thereafter construct,

operate and maintain thereon below such upper elevations, any structures or facilities which would interfere with the operation and maintenance of said project; reserving, however, to the party of the first part, its successors and assigns, all such rights and privileges as may be used and enjoyed without interfering with or abridging the interests, rights and easements herein conveyed.

TO HAVE AND TO HOLD, the interests, rights and easements herein conveyed to the party of the second part and its assigns forever, with special warranty of title.

And the party of the first part for itself and its successors and assigns does hereby covenant with the party of the second part and its assigns that the premises aforesaid are free and clear from all liens and encumbrances created by the party of the first part except as hereinbefore noted.

Aw IN TESTIMONY WHEREOF, the party of the first part has caused its corporate name to be hereunto subscribed by its Vice President, and its corporate seal to be hereunto affixed and attested by its Secretary, or an Assistant Secretary, thereunto duly authorized as of the day and year first above written.

(CORPORATE SEAL)

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

By *M. D. Wynn*
Vice President

ATTEST:

R. D. Gribble
Secretary

STATE OF OHIO)
COUNTY OF CUYAHOGA) ss.



APPROVED AS TO FORM

SPECIAL ATTACHED
C. & O. RY. CO.

I, a Notary Public in and for the County and State aforesaid, do certify that on this day the foregoing instrument of writing from The Chesapeake and Ohio Railway Company to the United States of America was produced to me in my county by the parties and acknowledged and

delivered before me by M. I. DUNN, as
Vice President of The Chesapeake and Ohio Railway Company, a corporation,
party thereto, to be the act and deed of said corporation by him as its
Vice President thereunto duly authorized, and the seal of said corporation
as affixed to said deed was attested and proven before me by _____

R. D. GRIEBLING, as its Assistant Secretary.

Given under my hand and seal of office this 17th day of
JUNE, 1959.

(SEAL)

H. F. Lane
Notary Public

My Commission expires JAN. 20, 1960.

H. F. LANE, Notary Public
My Commission Expires Jan. 20, 1960

JUN 30 4 43 PM '59

SCHEDULE "A"

TRACT: A-114E-1
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 2.34

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, and more particularly bounded and described as follows:

Beginning at the intersection of the 519 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U.S. Army, with the line between the lands of Vernon Darnell, et ux and the subject owner, said point being located North 67° 35' East 265.0 feet, more or less, from a point at the intersection of the north line of said Darnell, et ux and the east right-of-way line of the subject owner, and North 67° 35' East 330.8 feet, more or less, from Valuation Station 5714 / 75 on subject owner's center track, as shown on Sheet 24 of subject owner's Right of Way and Track Map, dated 30 June 1916; thence, severing the lands of the subject owner, following generally the meanders of the said 519 foot contour, downstream as follows:

North 05° 46' West 61.0 feet,
 North 15° 36' West 65.0 feet,
 North 03° 33' West 98.0 feet,
 North 89° 41' West 42.0 feet,
 North 52° 28' East 41.0 feet,
 North 00° 12' West 112.5 feet,
 North 08° 41' West 143.6 feet,
 North 04° 35' West 180.2 feet,
 North 14° 58' West 98.0 feet,
 North 03° 49' West 244.0 feet,

North 01° 14' West 102.2 feet to a point in the line between the lands of the U. S. Government and the subject owner; thence, leaving the said 519 foot contour and with the lands of said U. S. Government, North 69° 35' East 89.0 feet to a point in the ordinary high water line of the Ohio River (Elev. 504); thence, leaving the lands of said U. S. Government, and with the ordinary high water line, upstream as follows:

South 08° 36' East 41.0 feet,
 South 04° 32' West 80.0 feet,
 South 06° 39' East 558.2 feet,
 South 10° 03' East 140.4 feet,
 South 05° 38' East 306.2 feet to a point in the line between the

lands of Vernon Darnell, et ux and the subject owner; thence, leaving said ordinary high water line, South 67° 35' West 90.0 feet to the place of beginning, containing a total of 2.34 acres, more or less, of which 1.80 acres are located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referred to the Ohio State Coordinate System, South Zone - Page's Ohio Revised Code Sec. 157.01 to 157.07 incl.

The above described tract is a part of the same land as that described in the following deeds:

TRACT: A-114E-1
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 2.34

(CONTINUED)

<u>C&O</u> <u>No.</u>	<u>Grantor</u>	<u>Grantee</u>	<u>Date of</u> <u>Deed</u>	<u>Date</u> <u>Recorded</u>	<u>Deed</u> <u>Book</u>	<u>Page</u>
9	John T. Womack	C & O. R.R.	9-3-37	9-10-37	84	605
10	W. A. Biggs, et ux	C & O. R.R.	9-3-37	9-10-37	84	603

The deeds listed above are recorded in the records of Greenup County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
1-9-58
Revised
E.L.G.
10-13-58

SCHEDULE "A"

TRACT: A-114E-2
OWNER: The Chesapeake
and Ohio Railway Company
ACRES: 14.1

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, and more particularly bounded and described as follows:

Beginning at the intersection of the 519 foot contour, above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the line between the lands of Vernon Darnell, et ux., and the subject owner, said point being located North 67° 37' East 240 feet, more or less, from Valuation Station 5709 /-10; thence, leaving the said 519 contour and with the lands of said Darnell, et ux,

North 67° 37' East 98.0 feet to a point in the ordinary high water line of the Ohio River (Elevation 504); thence, leaving the lands of said Darnell, et ux, and with the said ordinary high water line, upstream as follows:

South 06° 39' East 212.1 feet,
South 10° 26' East 242.1 feet,
South 07° 17' East 210.1 feet,
South 10° 41' East 268.1 feet,
South 10° 17' East 500.2 feet,
South 13° 27' East 112.0 feet,
South 07° 08' East 380.1 feet,
South 05° 13' East 78.0 feet,
South 11° 10' East 92.0 feet,
South 14° 26' East 120.1 feet,
South 22° 07' East 80.0 feet,
South 33° 38' East 32.0 feet,
South 14° 34' East 570.2 feet,
South 05° 45' West 82.0 feet,
South 80° 09' East 22.0 feet,
South 27° 06' East 55.0 feet,
South 11° 51' East 195.1 feet,
South 17° 13' East 206.1 feet,
South 09° 13' East 60.0 feet,
South 17° 23' East 295.1 feet,
South 13° 53' East 98.0 feet,
South 18° 39' East 411.2 feet,
South 17° 23' East 170.1 feet,
South 16° 43' East 189.1 feet,
South 19° 02' East 601.3 feet,
South 00° 15' East 21.0 feet,
South 46° 19' East 21.0 feet,
South 20° 41' East 160.1 feet,
South 23° 45' East 271.1 feet,
South 27° 37' East 411.2 feet,
South 22° 32' East 220.1 feet,
South 18° 42' East 309.1 feet,
South 21° 34' East 280.1 feet,
South 19° 43' East 187.1 feet,
South 24° 01' East 93.0 feet,
South 26° 18' East 165.1 feet,
South 18° 36' East 262.1 feet,
South 27° 42' East 98.0 feet,

TRACT: A-114E-2
 OWNER: The Chesapeake and
 Ohio Railway Company
 ACRES: 14.1

(CONTINUED)

South 17° 35' East 158.1 feet,
 South 05° 21' East 52.0 feet,
 South 14° 17' East 175.1 feet,
 South 23° 04' East 75.8 feet,
 South 08° 17' East 213.1 feet,
 South 12° 06' East 167.1 feet,
 South 19° 03' East 134.1 feet,
 South 25° 28' East 226.1 feet,
 South 03° 18' East 60.0 feet,
 South 01° 35' East 30.0 feet,
 South 26° 20' East 54.0 feet,
 South 43° 31' East 48.0 feet,
 South 16° 30' East 98.0 feet,
 South 33° 48' East 125.1 feet,
 South 30° 32' East 218.1 feet,
 South 18° 40' East 58.0 feet,
 South 32° 59' East 114.1 feet,
 South 22° 40' East 164.1 feet,
 South 27° 00' East 270.1 feet,
 South 16° 21' East 118.1 feet,
 South 21° 20' East 312.1 feet,
 South 25° 47' East 225.1 feet,
 South 35° 03' East 70.1 feet to a point in the line between the
 lands of William F. Callihan and the subject owner, which line extended inter-
 sects subject owner's right of way at Valuation Station 5599 ~~+~~ 92; thence,
 leaving the said ordinary high water line and with the lands of said Callihan,

South 49° 18' West 82.0 feet to a point in the said 519 contour;
 thence, leaving the lands of said Callihan and severing the lands of the
 subject owner, following generally the meanders of the 519 foot contour,
 downstream as follows:

North 31° 41' West 144.9 feet,
 North 24° 16' West 139.9 feet,
 North 25° 07' West 100.0 feet,
 North 13° 53' West 80.0 feet,
 North 12° 51' West 138.0 feet,
 North 17° 53' West 199.9 feet,
 North 35° 00' West 139.9 feet,
 North 25° 45' West 122.9 feet,
 North 43° 49' West 87.9 feet,
 North 20° 14' West 38.0 feet,
 North 27° 26' West 214.9 feet,
 North 41° 29' West 44.0 feet,
 North 25° 35' West 349.8 feet,
 North 20° 58' West 68.0 feet to a point which is 12 feet south
 of the center line of a culvert supporting subject owner's tracks and U.S.
 Highway No. 23 over Coal Branch, said center line being located at Valuation
 Station 5618 ~~+~~ 65; thence, leaving said 519 foot contour and parallel with
 said center line,

TRACT: A-114E-2
OWNER: The Chesapeake and
Ohio Railway Company
ACRES: 14.1

(CONTINUED)

South 64° 26' West, 195.0 feet to a point on the 519.0 foot contour on the westerly side of the embankment for U. S. Highway No. 23; thence, following the meanders of the 519 foot contour as follows:

South 12° 43' East, 58.0 feet,
South 53° 57' West, 10.0 feet to a point on the subject owner's westerly right of way line, which line is common to lands now or formerly owned by Miles Potter, et ux; thence, with the lands of Miles Potter and said westerly right of way line,

North 74° 36' West, 44.0 feet,
North 07° 28' East, 88.0 feet to a point on the said 519 foot contour; thence, leaving said westerly right of way line and the lands of said Potter, and severing the lands of the subject owner, following generally downstream the meanders of the 519 foot contour,

South 53° 07' East, 22.2 feet to a point which is 12 feet north of the center line of the aforesaid culvert over Coal Branch; thence, leaving said 519 foot contour and parallel with the said center line,

North 64° 26' East, 198.0 feet to a point on the 519 foot contour on the river bank; thence, downstream following the meanders of said 519 foot contour as follows:

North 25° 19' West, 64.0 feet,
North 02° 51' West, 60.0 feet,
North 28° 13' West, 131.9 feet,
North 21° 35' West, 75.0 feet,
North 14° 25' West, 199.9 feet,
North 07° 42' West, 233.9 feet,
North 13° 34' West, 116.0 feet,
North 02° 08' West, 32.0 feet,
North 19° 22' West, 124.9 feet,
North 02° 45' East, 25.0 feet,
North 14° 04' West, 274.9 feet,
North 25° 48' West, 86.0 feet,
North 17° 04' West, 100.0 feet,
North 12° 51' West, 44.0 feet,
North 19° 31' West, 147.9 feet,
North 27° 27' West, 46.0 feet,
North 22° 45' West, 125.9 feet,
North 21° 28' West, 241.9 feet,
North 24° 04' West, 5.0 feet to a point which is 3 feet south of the center line of a culvert supporting subject owner's tracks, said center line being located at Valuation Station 5638 $\frac{1}{65}$; thence, leaving said 519 foot contour and parallel with said center line,

South 64° 59' West, 82.0 feet to a point; thence, departing from said parallel line,

North 25° 01' West, 6.0 feet to a point which is 3 feet north of the center line of said culvert at Station 5638 $\frac{1}{65}$; thence, parallel with said center line,

TRACT: A-114E-2
OWNER: The Chesapeake and
Ohio Railway Company
ACRES: 14.1

(CONTINUED)

North 64° 59' East, 82.1 feet to a point on the 519 foot contour on the easterly side of subject owner's tracks; thence, leaving said parallel line, downstream following the meanders of said 519 foot contour as follows:

North 24° 04' West 128.9 feet,
North 18° 51' West 78.0 feet,
North 16° 58' West 294.9 feet,
North 23° 08' West 121.9 feet,
North 26° 45' West 349.8 feet,
North 70° 50' West 20.0 feet,
North 11° 59' West 25.0 feet,
North 32° 27' West 129.9 feet,
North 20° 37' West 230.9 feet,
North 22° 26' West 254.9 feet,
South 80° 09' West 50.0 feet,
North 45° 07' East 58.0 feet,
North 22° 55' West 98.9 feet,
South 87° 42' West 10.0 feet,
North 26° 22' West 89.0 feet,
North 18° 01' West 590.8 feet,
North 15° 22' West 277.9 feet,
North 18° 11' West 318.9 feet,
North 09° 04' West 88.0 feet,
North 17° 59' West 338.9 feet,
North 05° 26' West 121.0 feet,
North 22° 23' West 82.0 feet,
North 13° 47' West 249.9 feet,

North 83° 15' West 91.6 feet to a point which is 3 feet south of the center line of a culvert supporting subject owners tracks, said center line being located at Valuation Station 5679 + 74; thence, leaving said 519 foot contour and parallel with said center line,

South 75° 00' West, 135.0 feet to a point on the 519.0 foot contour of the westerly side of subject owner's tracks; thence, along the meanders of said 519 foot contour,

South 10° 49' East 29.8 feet,

South 19° 50' West 20.0 feet to a point on the westerly right of way line of subject owner which is common with the property now or formerly owned by E. R. Bonzo and Bessie Bonzo; thence, leaving said 519 foot contour and with said westerly right of way line,

North 16° 32' West, 78.0 feet to a point on the 519 foot contour; thence, leaving said westerly right of way line and severing the lands of the subject owner, following generally the meanders of the 519 foot contour, downstream,

South 42° 59' East, 29.5 feet to a point which is 3 feet north of the center line of said culvert located at Valuation Station 5679 + 74; thence, departing from said 519 foot contour and parallel with the center line of said culvert,

TRACT: A-114E-2
OWNER: The Chesapeake and
Ohio Railway Company
ACRES: 14.1

(CONTINUED)

North 75° 00' East, 140.0 feet to a point on the 519 foot contour on the river bank; thence, downstream following the meanders of said 519 foot contour as follows:

North 36° 48' East, 80.9 feet,
North 14° 43' West, 469.8 feet,
North 03° 43' West, 135.0 feet,
North 83° 09' West, 70.0 feet,
North 26° 33' West, 40.0 feet to a point which is 11 feet south of the center line of a culvert supporting subject owner's tracks over Smiths Branch, said center line being located at Valuation Station 5687 - 09; thence, leaving said 519 foot contour and parallel with said center line,

South 75° 00' West, 140.0 feet to a point on the 519 foot contour on the westerly side of subject owner's tracks; thence, along the meanders of the 519 foot contour the following two courses:

South 00° 06' East, 115.0 feet,
North 80° 33' West, 10.0 feet to a point on the subject owner's westerly right of way line which line is common with the lands now or formerly owned by Guy Miller, et ux; thence, leaving the said 519 foot contour and with the said westerly right of way line, and the lands of said Miller,

North 14° 43' West, 461.8 feet to a point in the said 519 foot contour; thence, leaving said westerly right of way line and land of said Miller and severing the lands of the subject owner, following generally the meanders of the 519 foot contour downstream as follows:

South 37° 01' East, 65.0 feet,
South 16° 30' East, 272.1 feet to a point which is 11 feet north of said center line located at Valuation Station 5687 - 09; thence, departing from said 519 foot contour parallel with said center line,

North 75° 00' East, 142.0 feet to a point on the 519 foot contour on the river bank; thence, downstream following the meanders of said 519 foot contour as follows:

North 12° 43' West, 55.0 feet,
North 29° 46' East, 65.0 feet,
North 11° 07' West, 321.9 feet,
North 88° 53' West, 20.0 feet,
North 11° 35' West, 269.9 feet,
North 07° 04' West, 327.9 feet,
North 12° 11' West, 514.8 feet,
North 06° 55' West, 284.9 feet,
North 10° 15' West, 261.9 feet,
North 17° 11' West, 102.0 feet,
North 08° 08' West, 30.00 feet to the place of beginning, containing a total of 14.1 acres, more or less, of which 8.48 acres are located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referred to the Ohio State Coordinate System, South Zone - Page's Ohio Revised Code Sec. 157.01 to 157.07 incl.

TRACT: A-114E-2
 OWNER: The Chesapeake and
 Ohio Railway Company
 ACRES: 14.1

(CONTINUED)

The above described tract is a part of the same land as that described in the following deeds:

C & O No.	Grantor	Grantee	Date of Deed	Date Recorded	Deed Book	Page
11	Royina B. Taylor, et vir	C&O R.R.	11-29-38	2-28-39	87	163
7	J. B. Lawson	C&O R.R.	1-15-38	3-8-38	85	529
9	Sallie S. Hayward, et vir	C&O R.R.	10-29-38	11-18-38	86	554
1	William Biggs, Sr.	M&BS RR	7-14-1886	11-13-1888	Y	39
3	T. H. Biggs, et al.	C&O R.R.	9-16-10	10-3-10	37	455
10	Sallie S. Hayward, et vir	C&O R.R.	10-29-38	11-18-38	86	554
13	Corda Riggs Harris, et vir	C&O R.R.	12-30-48	1-4-49	116	434
40	Corda Riggs Harris, et vir	C&O R.R.	12-30-48	1-4-49	116	434
31	Julia Little, et vir	C&O R.R.	9-26-36	10-14-36	83	245
36	G. Wilson, et ux	C&O R.R.	8-3-37	11-4-37	85	139
32	B. D. Raike, et ux	C&O R.R.	12-14-36	12-24-36	83	434
9	Emma Scales, et al.	C&O R.R.	8-10-10	12-6-10	37	459
35	Sarah Belford, et al.	C&O R.R.	5-3-37	8-24-37	84	546
35	Jessie Belford, et ux	C&O R.R.	10-8-37	10-13-37	85	60
34	Eliza Potter, et al.	C&O R.R.	7-13-37	8-25-37	84	551
34	Emma Gilliam	C&O R.R.	9-10-37	9-15-37	84	618
34	Woodrow Potter	C&O R.R.	4-7-38	4-11-38	85	635
5	Margaret Warnock, et al.	C&O R.R.	9-3-10	12-6-10	37	461
5	Forest Holbrook, et al.	C&O R.R.	3-6-11	3-13-11	41	427
21	Margaret Warnock, et al.	C&O R.R.	9-3-10	12-6-10	37	461
21	Forest Holbrook, et al.	C&O R.R.	3-6-11	3-13-11	41	427
28	Clarence Callihan, et al.	C&O R.R.	9-26-42	12-15-42	95	91
28	Clara Brengartner, et al.	C&O R.R.	12-28-42	1-27-43	95	189
26	Sallie Allen Dowdy, et vir	C&O R.R.	9-8-42	10-13-42	94	590
3	J.W.H. Warnock	M&BS R.R.	7-14-1886	11-13-1888	Y	36
7	Thomas Belford, et ux	C&O R.R.	6-25-10	7-27-10	37	355
7	Thomas Belford	C&O R.R.	Dec. 1910	(Release)	Not recorded	
6	A. E. Hockaday	M&BS R.R.	7-26-1886	11-20-1888	Y	37
37	Clarence Callihan, et al.	C&O R.R.	9-26-42	12-15-42	95	91
37	Clara Brengartner, et al.	C&O R.R.	12-28-42	1-27-43	95	189
8	Corda Riggs, et al.	C&O R.R.	4-20-37	5-6-37	84	141
8	Sallie S. Hayward, et vir	C&O R.R.	10-29-38	11-18-38	86	554

The deeds listed above are recorded in the records of Greenup County, Kentucky.

Eugene G. Gomolka
 Project Manager, ASC
 1-9-58
 Revised
 E.L.G.
 10-13-58

SCHEDULE "A"

TRACT: A-114E-3
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 2.19

PROJECT: Greenup Locks and Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, at the westerly limits of the City of Greenup, near the confluence of Little Sandy River and the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 519 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the line common to the lands now or formerly owned by Rebecca Virginia Hatfield and the subject owner, said point being North 48° 01' East approximately 113 feet from the center track at Valuation Station 5564 / 96 as shown on Sheet 21 of the subject owner Right of Way and Track map dated 30 June 1916; thence, leaving the said point of beginning, the said 519 foot contour, and with the line common to the said Hatfield,

South 42° 36' East crossing the center of the said Little Sandy River, and the division line between the land of the said Hatfield and land now or formerly owned by Frank Veach, et ux., at approximately 479 feet, in all 586.00 feet to a monument marking the northeasterly right of way of the subject owner; thence, with the line common to the said Veach,

South 31° 13' East 22.00 feet to a point in the said right of way, and on the said 519 foot contour; thence, leaving the said right of way line and the lands of Veach, and following generally the meanders of the 519 foot contour, severing the land of the subject owner,

South 30° 49' West 57.00 feet,
 North 78° 19' West 40.00 feet to a point at a concrete bridge abutment; thence, with said abutment,

North 42° 36' West 10.00 feet,
 South 47° 14' West crossing the center line of the eastbound main track at approximately 25.00 feet, in all 41.00 feet,

South 2° 10' West 59.00 feet to a point at the end of the concrete abutment wing wall, with the intersection of the said 519 foot contour; thence, with the said 519 foot contour,

South 28° 14' East 50.00 feet,
 South 10° 00' East 28.00 feet,
 South 45° 07' East 25.00 feet to a point in the line common to the land now or formerly owned by Dennie B. Warnock; thence, leaving the said 519 foot contour with the line common to the said Warnock,

South 47° 24' West 225.00 feet to a point on the right descending bank of the aforesaid Little Sandy River, in the line common to the land now or formerly owned by Brookie Carter, and the said Warnock; thence, leaving the land of the said Warnock, and with the said Carter line, downstream with the meanders of the said right descending bank of Little Sandy River,

North 20° 56' 23" East 304.71 feet to a point; thence, leaving the said bank, continuing with the said Carter line,

TRACT: A-114E-3 (cont'd)

PROJECT: Greenup Locks and Dam

North 42° 36' West 45.00 feet to a point in the center of the said river; thence, with the same, upstream,

South 10° 49' West 55.00 feet; thence, leaving the center of the said river, continuing with the said Carter line,

North 42° 36' West 639.00 feet to a point in the intersection of the said 519 foot contour; thence, leaving the said Carter line, again severing the land of the subject owner, with the meanders of the said 519 contour,

South 84° 11' East 35.00 feet,
South 44° 10' East 288.00 feet,
South 60° 00' East 15.00 feet,
North 89° 30' East 35.00 feet,
North 47° 14' East crossing the center line of the eastbound main track at approximately 20.00 feet, in all 41.00 feet to a point; thence, continuing with the said 519 contour,

North 0° 20' East 46.00 feet,
North 38° 48' West 253.00 feet,
North 49° 00' East 37.00 feet to the place of beginning, containing a total of 2.19 acres, more or less, of which 2.00 acres are located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referred to the Ohio State Coordinate System, South Zone - Page's Ohio Revised Code Sec. 157.01 to 157.07 incl.

The above described tract is a part of the same land as that described in the following deeds:

<u>C&O</u> <u>No.</u>	<u>Grantor</u>	<u>Grantee</u>	<u>Date of</u> <u>Deed</u>	<u>Date</u> <u>Recorded</u>	<u>Deed</u> <u>Book</u>	<u>Page</u>
3	W. C. Ireland	M&B.S. R.R.	7-17-1886	11-13-1888	X	332
1	A. Spaulding	M&B.S. R.R.	9-11-1852	9-28-1852	I	40
1	Rebecca Spaulding	M&B.S. R.R.	5-23-1887	11-13-1888	Y	21
24	Lyde F. Warnock, et al.	C&O. R.R.	2-12-41	2-15-41	91	157
2	Mathew Warnock, et ux.	C&O. R.R.	6-16-10	7-27-10	37	343
33	Lyde F. Warnock, et al.	C&O. R.R.	4-15-49	4-25-49	117	381

The deeds listed above are recorded in the records of Greenup County, Kentucky.

11-6-58
C.H.R.

SCHEDULE "A"

TRACT: A-114E-4
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.52

PROJECT: Greenup Locks and Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, in the City of Greenup, on Town Branch, and more particularly bounded and described as follows:

Beginning at the intersection of the 519 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the line between the lands of Ambrose Cosby and the subject owner, said point being located approximately North 49° 22' West 59.00 feet, from a corner common to the lands of said Cosby and the subject owner, said corner is located North 37° 35' East 100.0 feet from Valuation Station 5533 + 98.5 from the 3rd Main Line as shown on Sheet 20 of subject owner's Right of Way and Track Map dated 30 June 1916; thence, from the said point of beginning following generally the meanders of the said 519 foot contour and severing the lands of the subject owner, as follows:

South 45° 37' West 35.80 feet,
South 68° 46' West 41.70 feet to a point located approximately east 9.00 feet, from the center line of a culvert supporting subject owner's tracks; said center line being located at Valuation Station 5534 + 38.5; thence, leaving said 519 foot contour and parallel with the center line of said culvert,

South 39° 46' West 104.00 feet to a point on the said 519 foot contour on the south embankment of subject owner's tracks; thence, leaving said parallel line and following the meanders of the 519 foot contour,

South 06° 09' East 34.00 feet to a point on the said 519 foot contour on the subject owner's south right-of-way line, said line being common to the lands of Blanch Martin; thence, leaving the said 519 foot contour and with subject owner's south right-of-way line,

North 49° 22' West 346.0 feet to a point on the said 519 foot contour; thence, leaving the said right of way and following the meanders of the said 519 foot contour,

South 71° 25' East 43.00 feet,
South 50° 30' East 248.0 feet,
South 80° 37' East 18.0 feet to a point approximately West 9.00 feet, from the center line of said culvert at Valuation Station 5534 + 38.5; thence, leaving the said 519 foot contour and parallel with the said center line,

North 39° 46' East 107.0 feet to a point on the said 519 foot contour on the north embankment of the subject owner's tracks; thence, leaving said parallel line and following the meanders of said 519 foot contour,

North 46° 18' West 155.7 feet,
North 42° 00' West 10.0 feet,
North 23° 54' West 109.5 feet to a point on the subject owner's

TRACT: A-114E-4
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.52

(CONTINUED)

north right-of-way line, said line being common to the lands of Willis J. Everman; thence, leaving said 519 foot contour and with subject owner's north right-of-way,

North 72° 00' East 6.0 feet,,
South 49° 28' East 302.0 feet to the place of beginning, containing 0.52 acre, more or less, of which 0.11 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referred to the Ohio State Coordinate System, South Zone - Page's Ohio Revised Code Sec. 157.01 to 157.07 incl.

The above described tract is a part of the same land as that described in the following deeds:

C & O No.	Grantor	Grantee	Date of Deed	Date Recorded	Deed Book	Page
11	E. E. Fullerton, et ux	C&O R. R.	1-16-10	7-5-10	37	292
10	E. A. Hollingsworth, et al.	M&BS. R.R. (condemnation)	6-3-1895	11-16-1906	34	168
10	E.E. Fullerton et ux	C&O. R.R.	1-16-10	7-5-10	37	292
9	E.A. Hollingsworth, et al.	M&BS. R.R. (condemnation)	6-3-1895	11-16-1906	34	168
23	Annie L. Bennett, et al.	C&O. R.R.	8-12-37	10-23-37	85	95

The deeds listed above are recorded in the records of Greenup County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
2-1-58
Revised
E.L.G.
10-13-58

SCHEDULE "A"

TRACT: A-114E-5
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: .02

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, on Rock Branch, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 519 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the north right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being located North 29° 45' East 71 feet, more or less, from the center track at Valuation Station 5468 + 39.2 as shown on Sheet 19 of subject owner's Right of Way and Track Map, dated 30 June 1916; thence, following the said 519 foot contour and severing the lands of the subject owner as follows:

South 10° 26' West 21.0 feet to a point which is located 2.5 feet east of the center line of a culvert supporting the subject owner's tracks over Rock Branch, said center line being located at Station 5468 + 40.5; thence, parallel with said center line,

South 29° 45' West 98.0 feet to a point on the said 519 contour line on the south side of the embankment of subject owner's tracks; thence, following the 519 contour,

North 60° 15' West 5 feet to a point on the 519 contour which is located 2.5 feet west of said center line, located at Valuation Station 5468 + 40.5; thence, parallel with said center line,

North 29° 45' East 97.0 feet to a point on the 519 foot contour on the north side of the embankment of the subject owner's tracks; thence, following the 519 contour,

North 05° 30' West 26.0 feet to a point located at the intersection of the 519 foot contour and the north right-of-way line of subject owner; thence, leaving the 519 contour line and with the north right-of-way line of the subject owner,

South 58° 10' East 13.0 feet to the place of beginning, containing 0.02 acre, more or less. The bearings used herein are referred to the Ohio State Coordinate System, South Zone - Page's Ohio Revised Code Sec. 157.01 to 157.07 incl.

The above described tract is a part of the same land as that described in the following deeds:

<u>C & O</u> <u>No.</u>	<u>Grantor</u>	<u>Grantee</u>	<u>Date of</u> <u>Deed</u>	<u>Date</u> <u>Recorded</u>	<u>Deed</u> <u>Book</u>	<u>Page</u>
15	Alva May	C&O R. R.	3-10-25	3-19-25	62	607
16	E. E. Fullerton, et al.	C&O R. R.	3-31-25	4-13-25	63	45
2	A. L. Reid, et ux	M&BS R. R.	7-26-1886	11-13-1888	Y	29

TRACT: A-114E-5
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: .02

(CONTINUED)

<u>C & O</u> <u>No.</u>	<u>Grantor</u>	<u>Grantee</u>	<u>Date of</u> <u>Deed</u>	<u>Date</u> <u>Recorded</u>	<u>Deed</u> <u>Book</u>	<u>Page</u>
9	Eastern Kentucky Railway Company	M&BS R. R.	7-26-1886	11-13-1888	Y	329
7	A. L. Reid, et ux	M&BS R. R.	7-26-1886	11-13-1888	Y	29
7	R. C. Jackson, et ux	C&O R. R.	9-29-11	11-2-11	42	199
19	R. C. Jackson, et ux	C&O R. R.	9-29-11	11-2-11	42	199
19	Charles Pruitt, et ux	C&O R. R.	9-12-32	10-7-32	78	387
20	Charles Pruitt, et ux	C&O R. R.	9-12-32	10-7-32	78	387
10	Eastern Kentucky Railway Company	C&O R. R.	5-29-05	2-16-06	33	371

The deeds listed above are recorded in the records of Greenup County,
Kentucky.

Jacob A. Solliday
Supervisor, ASC
4-30-58
Revised
E.L.G.
10-13-58

SCHEDULE "A"

TRACT: A-114E-6
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: .03

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, on Rock Branch, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 519 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the north right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being located North 29° 36' East 72.7 feet, more or less, from the center track at Valuation Station 5465 + 19.3, as shown on Sheet 19 of subject owner's Right of Way and Track Map, dated 30 June 1916; thence, leaving the north right-of-way line and with the 519 foot contour, as follows:

South 07° 18' East 14.6 feet to a point which is located 2.5 feet east of the center line of a culvert supporting the subject owner's tracks over Rock Branch, said center line being located at Valuation Station 5465 + 08; thence, leaving said 519 foot contour and parallel with said center line,

South 29° 36' West 117.0 feet to a point on the said 519 foot contour on the south embankment of subject owner's tracks; thence, leaving the parallel line and continuing with the said 519 foot contour,

South 57° 15' East 63.9 feet to a point on the said 519 foot contour and the south right-of-way line of the subject owner; thence, leaving said 519 foot contour and with said south right-of-way,

North 79° 00' West 32.0 feet to a point on the 519 foot contour; thence, leaving said right-of-way and with the said 519 foot contour,

North 59° 32' West 25.0 feet,

North 15° 38' West 18.7 feet to a point located 2.5 feet west of the center line of said culvert at Valuation Station 5465 + 08; thence, leaving said 519 foot contour and parallel with the said center line,

North 29° 36' East 118.0 feet to a point on the 519 foot contour on the north embankment of subject owner's tracks; thence, leaving said parallel line and with the 519 foot contour,

North 47° 10' West 47.2 feet to a point on the north right-of-way of subject owner; thence, leaving the said 519 foot contour and with said north right-of-way,

South 60° 25' East 42.0 feet to the place of beginning, containing .03 acre, more or less. The bearings used herein are referred to the Ohio State Coordinate System, South Zone - Page's Ohio Revised Code Sec. 157.01 to 157.07 incl.

The above described tract is a part of the same land as that described in the following deeds:

TRACT: A-114E-6
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: .03

(CONTINUED)

<u>C & O</u> <u>No.</u>	<u>Grantor</u>	<u>Grantee</u>	<u>Date of</u> <u>Deed</u>	<u>Date</u> <u>Recorded</u>	<u>Deed</u> <u>Book</u>	<u>Page</u>
15	Alva May	C. & O. R. R.	3-10-25	3-19-25	62	60
2	A. L. Reid, et ux	M.&B. S. R.R.	7-26-1886	11-13-1888	Y	2
5	A. L. Reid, et ux	M.&B. S. R. R.	7-26-1886			
17	U. H. Bergmeyer, et ux	C. & O. R. R.	6-28-05	8-1-05	33	158
17	Charles Pruitt, et ux	C. & O. R. R.	9-12-32	10-7-32	78	38
18	Charles Pruitt, et ux	C. & O. R. R.	9-12-32	10-7-32	78	38
18	A. L. Reid, et ux	M. & B. S. R.R.	7-26-1886	11-13-1888	Y	2
28	U. H. Bergmeyer, et ux	C. & O. R. R.	6-28-05	8-1-05	33	158
28	G. C. Chambers, et ux	C. & O. R. R.	3-30-33	3-31-33	79	60
29	G. C. Chambers, et ux	C. & O. R. R.	3-30-33	3-31-33	79	60
29	A. L. Reid, et ux	M. & B. S. R. R.	7-26-1886	11-13-1888	Y	2

The deeds listed above are recorded in the records of Greenup County,
 Kentucky.

Jacob A. Solliday
 Supervisor, ASC
 4-30-58
 Revised
 E.L.G.
 10-13-58

SCHEDULE "A"

TRACT: A-114E-7
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 1.50

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, on Uhlers Run, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 520 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the north right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being located North 24° 28' East 132.0 feet, more or less, from Station 5375 + 59.7 on subject owner's center track, as shown on Sheet 17 of subject owner's Right of Way and Track Map, dated 30 June 1916; thence, leaving the said 520 foot contour and with the north right-of-way line of the subject owner, as follows:

South 77° 07' East 40.0 feet,
 South 65° 12' East 619.0 feet to a point on the said 520 foot contour; thence, leaving the said north right-of-way line and following generally the meanders of the said 520 foot contour and severing the lands of the subject owner, as follows:

South 22° 57' West 46.0 feet,
 North 67° 47' West 287.0 feet,
 North 47° 00' West 80.0 feet,
 North 75° 26' West 171.0 feet to a point, which is 11 feet east of the center line of a culvert supporting subject owner's tracks over Uhlers Run, said center line being located at Valuation Station 5374 + 21.7; thence, parallel with said center line,

South 24° 28' West 142.0 feet to a point on the 520 foot contour on the south side of the embankment for the subject owner's tracks; thence, following the meanders of the 520 foot contour and severing the lands of the subject owner, as follows:

South 52° 05' East 166.0 feet,
 South 74° 30' East 126.0 feet,
 South 55° 43' East 56.0 feet,
 North 89° 09' West 50.0 feet,
 South 15° 47' West 30.0 feet to a point on the south right-of-way line of the lands of the subject owner; thence, leaving the said 520 foot contour and with the said south right-of-way line, as follows:

North 63° 36' West 467.0 feet,
 North 24° 47' West 24.0 feet to a point on the said 520 foot contour; thence, leaving the said south right-of-way line and following generally the meanders of the said 520 foot contour and severing the lands of the subject owner, as follows:

North 26° 19' East 42.0 feet,
 South 68° 16' East 162.0 feet, to a point which is 11 feet west of said center line located at Valuation Station 5374 + 21.7; thence, parallel with said center line,

TRACT: A-114E-7
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 1.50

(CONTINUED)

North 24° 28' East 141.0 feet to a point on the 520 foot contour on the north side of the embankment of the subject owner's tracks; thence, following the meanders of the 520 foot contour and severing the lands of the subject owner, as follows:

North 60° 41' West 111.0 feet,
 North 29° 57' West 37.0 feet,
 North 79° 45' East 42.0 feet to the place of beginning, containing a total of 1.50 acres, more or less, of which 1.15 acres is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referred to the Ohio State Coordinate System, South Zone - Page's Ohio Revised Code Sec. 157.01 to 157.07 incl.

The above described tract is a part of the same land as that described in the following deeds:

C & O No.	Grantor	Grantee	Date of Deed	Date Recorded	Deed Book	Pag
7	Rebecca Spaulding	M. & E. S. R.R.	5-23-1887	11-13-1888	Y	21
8	James D. Biggs	M. & E. S. R.R.	10-5-1886	11-13-1888	Y	22
13	Winfield Harris	C. & O. R. R.	10-20-25	10-26-25	64	230
14	William Harris, et al.	C. & O. R.R.	10-20-25	10-26-25	64	235
15	Winfield Harris	C. & C. R.R.	1-3-39	1-6-39	87	2
16	E. I. DuPont deNemours Company	C. & C. R. R.	1-12-39	1-25-39	87	73

The deeds listed above are recorded in the records of Greenup County, Kentucky.

Jacob A. Scolliday
 Supervisor, ASC
 4-30-58
 Revised
 E.L.G.
 10-13-58

TRACT: A-114E-8
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.05

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, in the town of Raceland Junction, on Chinns Branch of Pond Run, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 520 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the north right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being on the boundary line between the lands of Leroy Franz and the subject owner, on the left descending bank of Chinns Branch of Pond Run, and said point being located South $81^{\circ} 28'$ East approximately 39 feet along said line from a corner common to the lands of said Franz, Daisy Walker, and the subject owner, said corner being on a line at Valuation Station 5286/36 as shown on Sheet V31/16 of the subject owner's Right-of-Way and Track Maps, dated June 30, 1916; thence, leaving the said 520 foot contour and with the lands of said Franz, and with the said north right-of-way line,

South $81^{\circ} 28'$ East 85.00 feet to a point on the said 520 foot contour; thence, leaving the lands of said Franz and the said north right-of-way line and following generally the meanders of the said 520 foot contour and severing the lands of the subject owner, as follows:

South $54^{\circ} 45'$ West 50.50 feet,
South $89^{\circ} 22'$ West 34.25 feet,
North $11^{\circ} 30'$ West 43.00 feet to the place of beginning, containing 0.05 acre, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from Augustus Franz, et ux to The Chesapeake and Ohio Railway Company, dated November 23, 1920 and recorded November 26, 1920 in Deed Book 55, Page 472 in the records of Greenup County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-9-58

TRACT: A-114E-9
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.34

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, in the town of Raceland Junction, on Chinns Branch of Pond Run, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 520 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the north right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being on the boundary line between the lands of Leroy Franz and the subject owner, on the left descending bank of Chinns Branch of Pond Run, and said point being located South 81° 28' East approximately 206 feet along said line from a corner common to the lands of said Franz, Daisy Walker, and the subject owner, said corner being on a line at Valuation Station 5286/36 as shown on Sheet V31/16 of the subject owner's Right-of-Way and Track Maps, dated June 30, 1916; thence, leaving the said 520 foot contour and the said left descending bank of said branch, and with the lands of said Franz, and with the said north right-of-way line,

South 81° 28' East, crossing the center of said Chinns Branch of Pond Run at approximately 104 feet, in all 136.00 feet to a point on the said 520 foot contour, said point being on the right descending bank of said branch; thence, leaving the lands of said Franz and the said north right-of-way line and upstream with the said right descending bank of said branch and following generally the meanders of the said 520 foot contour and severing the lands of the subject owner, as follows:

South 31° 20' West 62.00 feet,
South 05° 50' West 18.00 feet,
South 38° 05' West 141.00 feet,
South 04° 22' East 15.86 feet,
South 38° 00' West 35.00 feet,
North 85° 25' West 52.00 feet,
South 38° 45' West 20.00 feet to a point in the west right-of-way line of the subject owner, said point being on the boundary line between the lands of Daisy Walker and the subject owner, said line being at Valuation Station 5286/36 as shown on Sheet V31/16 of the subject owner's Right-of-Way and Track Maps, dated June 30, 1916; thence, leaving the said 520 foot contour and the said right descending bank of said branch, and with the lands of said Walker and the said west right-of-way line,

North 24° 55' West, recrossing the center of said Chinns Branch of Pond Run at approximately 28 feet, in all 48.00 feet to a point in the said 520 foot contour, said point being on the left descending bank of said branch; thence, leaving the lands of said Walker and the said west right-of-way line, and downstream with the said left descending bank of said branch and following generally the meanders of the said 520 foot contour and severing the lands of the subject owner, as follows:

North 50° 25' East 19.00 feet,
South 87° 25' East 47.00 feet,
North 34° 53' East 134.00 feet,
North 01° 33' West 76.00 feet,
North 68° 40' West 48.00 feet to the place of beginning, containing 0.34 acre, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

BOOK 355 PAGE 364
BOOK 559 PAGE 60

390 TRACT: A-114E-9
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.34

(CONTINUED)

The above described tract is a part of the same land as that described in a deed from Augustus Franz, et ux to The Chesapeake and Ohio Railway Company, dated November 23, 1920 and recorded November 26, 1920 in Deed Book 55, Page 472 in the records of Greenup County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-9-58

(Page 2)

TRACT: A-114E-10
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 1.02

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, in the town of Worthington, on Pond Run, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 520 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the north right-of-way line of The Chesapeake and Ohio Railway Company the subject owner, said point being on the boundary line between the lands of John Milton Gearheart and the subject owner and said point being on the right descending bank of Pond Run, said point being located South $40^{\circ} 21'$ West approximately 150 feet along said line from a corner common to the lands of said Gearheart and the subject owner; thence, leaving the said north right-of-way line and the lands of said Gearheart and upstream with the said right descending bank and following generally the meanders of the said 520 foot contour and severing the lands of the subject owner, as follows:

South $84^{\circ} 00'$ East 120.14 feet,

South $65^{\circ} 14'$ East 169.59 feet,

South $33^{\circ} 45'$ West 47.84 feet to a point on the north embankment of a culvert supporting a road over said Run within the subject owners property, said point being located 9.00 feet east of the center line of said culvert; thence, leaving the said north embankment and the said right descending bank and parallel with the said center line,

South $50^{\circ} 50'$ East 92.00 feet to a point on the south embankment of said culvert and said point being on the said 520 foot contour and the said right descending bank; thence, leaving the said parallel line and the said, south embankment and upstream with the said right descending bank and continuing with the said 520 foot contour as follows:

South $55^{\circ} 15'$ East 130.17 feet

South $71^{\circ} 56'$ West 14.87 feet to a point 12.5 feet east of the center line of a culvert supporting the subject owners tracks over said Run, said point being on the north embankment of the subject owners tracks. The Valuation Station of the center of said culvert, at or near the track numbered No. 459 in the freight yard group of 28 tracks, being Valuation Station 5236/40 as shown on Sheets V31/14 and V31/15 of the subject owners Right of-Way and Track Maps, dated June 20, 1916; thence leaving the said 520 foot contour and the said north embankment and the said right descending bank and parallel with the said center line,

South $46^{\circ} 30'$ East 970 feet to a point on the south embankment of the subject owners tracks, said point being located 12.5 feet east of the center line of said culvert; thence, leaving the said south embankment and the said parallel line and crossing the said center line,

South $56^{\circ} 53'$ West 25.00 feet to a point on the said south embankment, said point being located 12.5 feet west of the center line of said culvert; thence, leaving the said south embankment and parallel with the said center line,

North $46^{\circ} 30'$ West 983.00 feet to a point on the said north embankment, said point being on the said 520 foot contour and the left descending bank

TRACT: A-114E-10
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 1.02

CONTINUED

of said Run; thence, leaving the said parallel line and the said north embankment and downstream with the said left descending bank and following generally the meanders of the said 520 foot contour and severing the lands of the subject owner, as follows:

North 59° 29' West 80.26 feet,
 North 13° 15' West 32.85 feet, to a point on the said south embankment of the said culvert supporting a road over said Run, said point being located 9.0 feet west of the center line of the said culvert; thence, leaving the said 520 foot contour and the said left descending bank and the said south embankment and parallel with the said center line,

North 50° 50' West 92.00 feet to a point on the said north embankment, said point being on the said 520 foot contour and the said left descending bank; thence, leaving the said parallel line and the said north embankment and continuing downstream with the said left descending bank and the said 520 foot contour, as follows:

North 58° 55' West 140.68 feet,
 North 80° 52' West 146.57 feet to a point on the said north right-of-way line, said point being on the boundary line between the lands of said Gearheart and the subject owner; thence, leaving the said 520 foot contour and the said left descending bank and with the said north right-of-way line and the lands of said Gearheart,

North 40° 21' East 50.21 feet to the place of beginning, containing 1.02 acres, more or less of which 0.09 acre is below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a Court Order from Greenup County Court to The Chesapeake and Ohio Railway Company, dated November 19, 1925 in Current O. B., Page 59; and a part of the same land as that described in a Court Order from Greenup County Court to The Chesapeake and Ohio Railway Company, dated January 3, 1921; and a part of the same land as that described in a deed from William Millard, et al. to The Chesapeake and Ohio Railway Company, dated October 28, 1917 and recorded in Deed Book 50, Page 489; and a part of the same land as that described in an Ordinance from the Town of Worthington to The Chesapeake and Ohio Railway Company, dated March 20, 1931; and a part of the same land as that described in a deed from C. L. Bugg, Jr., et al., to The Chesapeake and Ohio Railway Company, dated April 4, 1928 and recorded April 7, 1928 in Deed Book 70, Page 368; and a part of the same land as that described in a deed from B. W. Cornett, et al., to The Chesapeake and Ohio Railway Company, dated April 4, 1930 and recorded April 16, 1930 in Deed Book 74, Page 613; and a part of the same land as that described in a deed from B.W. Cornett, et al., to The Chesapeake and Ohio Railway Company, dated April 5, 1930 and recorded April 5, 1930 in Deed Book 75, Page 10; and a part of the same land as that described in a deed from John Milton Gearheart, et ux to The Chesapeake and Ohio Railway Company, dated August 5, 1948 and recorded August 13, 1948 in Deed Book 115, Page 238 in the records of Greenup County, Kentucky.

Eugene G. Gomolka
 Project Manager, ASC
 12-2-58

TRACT: A-114E-11
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 35.53

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, in the Town of Worthington, on the left descending bank of the Ohio River and on an unnamed drain, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 520 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the west right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being in the boundary line between the lands of Russell Land Company and the subject owner and said point being located North $44^{\circ} 37'$ East approximately 2365 feet along said line extended from a point at Mile Post 525.5 as shown on Sheet V31/13 of the subject owner's Right-Of-Way and Track Map, dated June 30, 1916; thence, leaving the said 520 foot contour and with the lands of said Russell Land Company and the said west right-of-way line,

North $44^{\circ} 37'$ East 106.78 feet to a point on the ordinary high water line of the Ohio River (Elev. 508); thence, leaving the said west right-of-way line and the lands of said Russell Land Company and upstream with the said ordinary high water line, as follows:

South $50^{\circ} 34'$ East 393.59 feet,
 South $44^{\circ} 34'$ East 94.05 feet,
 South $51^{\circ} 20'$ East, crossing the center of an unnamed drain at approximately 50 feet, in all 102.45 feet,
 South $54^{\circ} 18'$ East 197.04 feet,
 South $60^{\circ} 17'$ East 552.70 feet,
 South $62^{\circ} 20'$ East 1873.28 feet,
 South $61^{\circ} 23'$ East 411.25 feet,
 South $60^{\circ} 48'$ East 1051.61 feet,
 South $57^{\circ} 53'$ East 583.21 feet,
 South $59^{\circ} 02'$ East 198.25 feet,
 South $25^{\circ} 53'$ East 75.58 feet,
 South $69^{\circ} 20'$ East 56.65 feet,
 South $48^{\circ} 18'$ East 738.03 feet,
 South $42^{\circ} 04'$ East 386.59 feet,
 South $47^{\circ} 15'$ East 89.87 feet,
 South $27^{\circ} 07'$ East 46.07 feet,
 South $46^{\circ} 44'$ East 116.73 feet,
 South $35^{\circ} 26'$ East 63.82 feet to a point on the east right-of-way line of the subject owner, said point being in the boundary line between the lands of Blaine McKee and the subject owner; thence, leaving the said ordinary high water line and with the said east right-of-way line of the lands of said McKee,

South $25^{\circ} 46'$ West 32.20 feet to a point on the said 520 foot contour; thence, leaving the said east right-of-way line and the lands of said McKee and downstream following generally the meanders of the said 520 foot contour and severing the lands of the subject owner, as follows:

North $40^{\circ} 00'$ West 259.79 feet,
 North $64^{\circ} 26'$ West 50.99 feet,
 North $40^{\circ} 14'$ West 340.59 feet,
 North $46^{\circ} 54'$ West 534.16 feet,
 North $51^{\circ} 43'$ West 193.66 feet,
 North $86^{\circ} 34'$ West 50.09 feet,
 North $31^{\circ} 52'$ West 43.57 feet,
 North $46^{\circ} 42'$ West 167.66 feet,
 North $57^{\circ} 49'$ West 168.96 feet,

TRACT: A-114E-11
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 35.53

(CONTINUED)

North 02° 52' East 20.02 feet,
 North 59° 40' West 776.25 feet,
 North 61° 10' West 1036.56 feet,
 South 61° 47' West 46.53 feet,
 North 40° 01' West 105.76 feet,
 North 63° 23' West 890.40 feet,
 North 41° 11' West 42.52 feet,
 North 61° 34' West 1341.91 feet,
 North 56° 23' West 422.68 feet to a point near the right descending
 bank of said unnamed drain; thence, upstream with the said right descending
 bank of said unnamed drain and continuing with the said 520 foot contour, as
 follows:

South 08° 02' East 85.84 feet,
 South 41° 21' East 166.51 feet,
 North 73° 18' West 104.40 feet to a point on the north embankment of
 a culvert supporting a road over said unnamed drain within the subject
 owner's property, said point being located 9.0 feet east of the center line
 of said culvert; thence, leaving the said 520 foot contour and parallel with
 the said center line,

South 43° 30' East 148.19 feet to a point on the south embankment, said
 point being on the said 520 foot contour; thence, leaving the said parallel
 line and continuing upstream with the said 520 foot contour, as follows:

South 72° 17' East 124.92 feet,
 South 47° 53' East 281.78 feet,
 North 06° 16' West 91.55 feet,
 South 61° 10' East 226.02 feet,
 South 49° 59' East 251.98 feet,
 South 57° 37' West 48.55 feet,
 South 26° 14' East 125.22 feet,
 North 80° 55' East 50.64 feet,
 South 53° 40' East 234.61 feet,
 North 73° 05' East 130.65 feet,
 South 33° 41' East 180.28 feet,
 South 44° 36' East 199.41 feet,
 South 23° 30' East 150.48 feet,
 South 71° 16' West 62.30 feet,
 South 36° 15' East 130.21 feet,
 South 52° 48' East 458.21 feet,
 South 53° 53' East 183.22 feet,
 South 68° 15' East 485.59 feet,
 North 33° 06' East 212.46 feet,
 South 63° 36' East 152.95 feet,
 South 41° 26' East 68.01 feet,
 North 59° 30' West 208.89 feet,
 South 24° 41' West 203.59 feet,
 South 53° 14' East 217.20 feet,
 South 70° 01' West 35.11 feet,
 South 01° 45' East 98.05 feet,
 South 59° 24' West 56.94 feet,
 South 50° 34' East 196.80 feet,
 South 17° 37' East 66.10 feet to a point in the center of said unnamed
 drain; thence, leaving the center of said unnamed drain and downstream with
 the left descending bank of said unnamed drain, as follows:

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TRACT: A-114E-11
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 35.53

(CONTINUED)

South 76° 16' West 46.32 feet,
North 61° 00' West 284.68 feet,
North 78° 41' West 50.99 feet,
North 28° 04' East 68.00 feet,
North 54° 28' West 51.61 feet,
North 89° 29' West 110.00 feet,
South 42° 33' West 82.81 feet,
North 76° 56' West 287.45 feet,
North 65° 59' West 110.57 feet,
South 80° 13' East 58.86 feet,
North 63° 38' West 387.29 feet,
North 18° 46' East 55.97 feet,
North 61° 55' West 201.76 feet,
South 68° 00' East 106.78 feet,
North 57° 46' West 131.23 feet,
North 50° 54' West 412.31 feet,
North 35° 27' West 460.34 feet,
North 83° 07' West 123.91 feet,
North 27° 45' West 302.83 feet,
North 29° 23' West 381.04 feet,
North 42° 37' West 339.71 feet,
North 60° 31' West 79.26 feet,
North 31° 57' West 119.04 feet,
South 72° 58' East 64.85 feet to a point on the south embankment of a
culvert supporting a road over said unnamed drain within the subject owner's
property, said point being located 9.0 feet west of the center line of said
culvert; thence, leaving the said 520 foot contour and parallel with the said
center line,

North 43° 30' West 148.19 feet to a point on the north embankment, said
point being on the 520 foot contour; thence, leaving the said parallell line
and continuing downstream with the said 520 foot contour, as follows:

North 71° 08' West 126.81 feet,
North 01° 55' East 60.03 feet,
North 74° 25' West 107.97 feet,
North 40° 36' West 46.10 feet,
South 84° 34' East 21.10 feet,
North 70° 56' East 113.22 feet,
North 23° 43' East 72.09 feet,
North 59° 08' West 465.96 feet to the place of beginning, containing a
total of 35.53 acres, more or less, of which 20.29 acres are located below
the normal pool of the Greenup Dam, elevation 515. The bearings used herein
are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio
Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described
in a deed from Joseph C. Woodruff, et al. to The Chesapeake and Ohio Railway
Company, dated March 24, 1890 and recorded May 6, 1890 in Deed Book "2",
Page 106; and a part of the same land as that described in a deed from
Joseph C. Woodruff, et al. to The Chesapeake and Ohio Railway Company, dated
May 20, 1890 and recorded June 23, 1890; and a part of the same land as that
described in a deed from W. G. Mathews, et ux to The Chesapeake and Ohio
Railway Company, dated November 21, 1911 and recorded May 16, 1912 in Deed
Book 42, Page 580 in the records of Greenup County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

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TRACT: A-114E-12

OWNER: The Chesapeake and Ohio
Railway Company

ACRES: 1.28

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, in the Town of Russell, on Ganners Branch (a.k.a. Mead Run), a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at the north embankment of the subject owner's tracks, said point being on the left descending bank of Ganners Branch and on the 520 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, said point being located west 7.00 feet from the center line of a culvert supporting a road and the subject owner's tracks over said Branch, said center line being located at Valuation Station 5105/24 as shown on Sheet V31/12 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said north embankment and downstream with the said left descending bank and following generally the meanders of the said 520 foot contour and severing the lands of the subject owner, as follows:

North 09° 43' East 53.46 feet,

North 46° 58' East 158.00 feet,

North 29° 56' East 248.00 feet,

South 63° 44' East 137.00 feet,

North 38° 14' East 73.95 feet,

North 50° 58' West 73.30 feet,

North 40° 16' East 55.21 feet,

North 07° 10' West 57.62 feet,

South 33° 55' East 162.00 feet to a point on the boundary line between the lands of the First National Bank of Russell, Kentucky and the subject owner; thence, leaving the said 520 foot contour and with the lands of the said First National Bank of Russell, Kentucky, as follows:

South 48° 50' West 579.00 feet,

South 43° 35' East 29.92 feet,

South 47° 45' East 80.00 feet to a point on the said 520 foot contour; thence, leaving the lands of the said First National Bank of Russell, Kentucky, and upstream with the said 520 foot contour,

North 60° 34' West 129.00 feet to a point on the said north embankment, said point being located 7.00 feet east of the center line of the said culvert; thence, leaving the said 520 foot contour and the said north embankment and parallel with the said center line,

South 41° 35' West 300.00 feet to a point on the south embankment of the subject owner's tracks, said point being located 9.00 feet east of the center line of said culvert; thence, leaving the said parallel line and the said south embankment and crossing the said center line,

North 48° 25' West 14.00 feet to a point on the said south embankment, said point being located 7.00 feet west of the said center line; thence, leaving the said south embankment and parallel with the said center line,

North 41° 35' East 300.00 feet to the place of beginning, containing 1.28 acre, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

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OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 1.28

(CONTINUED)

The above described tract is a part of the same land as that described in a deed from Calvin H. Carner, et al. to The Chesapeake and Ohio Railway Company, dated October 9, 1924 and recorded October 13, 1924 in Deed Book 62, Page 54; and a part of the same land as that described in a condemnation deed from Lucy B. Morris to The Chesapeake and Ohio Railway Company, dated May 25, 1923; and a part of the same land as that described in a deed from A. W. Gardner, et ux to the M. and B.S.R.R., dated February 16, 1886 and recorded November 13, 1888 in Deed Book "Y", Page 5; and a part of the same land as that described in an ordinance from the City of Russell to The Chesapeake and Ohio Railway Company, dated April 19, 1929; and a part of the same land as that described in a deed from C. H. Carner, et al. to The Chesapeake and Ohio Railway Company, dated May 15, 1929 and recorded May 17, 1929 in Deed Book 73, Page 98; and a part of the same land as that described in a deed from Jennie M. Smith, et vir to The Chesapeake and Ohio Railway Company, dated July 3, 1929 and recorded July 11, 1929 in Deed Book 73, Page 280 in the records of Boyd County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

(Page 2)

TRACT: A-114E-13
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.13

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, in the Town of Russell, on the left descending bank of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 520 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U.S. Army, with the line between the lands of Elizabeth Carner Cain and The Chesapeake and Ohio Railway Company, the subject owner, said point being located North 57° 39' East 340 feet, North 25° 34' West 100 feet, North 57° 39' East 20 feet from a point at the northeast corner of Etna Street and Ferry Street; thence, leaving the said 520 foot contour and with the lands of said Cain,

North 57° 39' East 35.51 feet to a point on the ordinary high water line of the Ohio River (Elev. 508); thence, leaving the lands of said Cain and upstream with the said ordinary high water line,

South 25° 34' East 152.97 feet to a point in the boundary line between the lands of the Means and Russell Iron Company, and downstream following generally the meanders of the said 520 foot contour and severing the lands of the subject owner,

North 25° 34' West 152.97 feet to the place of beginning, containing a total of 0.13 acre, more or less, of which 0.05 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from F. T. D. Wallace, Trustee, to The Chesapeake and Ohio Railway Company, dated February 9, 1928 and recorded February 17, 1928 in Deed Book 70, Page 140 in the records of Greenup County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

TRACT: A-114E-14
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 2.40

BOOK 000 PAGE 010397
PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, on the left descending bank of the Ohio River, and on Bear Run, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 520 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the line between the lands of the American Rolling Mill Company and The Chesapeake and Ohio Railway Company, the subject owner, said point being located North 54° 27' East approximately 105 feet along said line from the center track at Valuation Station 5049/14 as shown on Sheet V31/11 of the subject owner's Right-Of-Way and Track Map, dated June 30, 1916; thence, leaving the lands of said American Rolling Mill Company and downstream following generally the meanders of the said 520 foot contour and severing the lands of the subject owner, as follows:

North 23° 52' West 437.41 feet,
North 28° 42' West 324.90 feet,
North 55° 43' West 53.25 feet to a point in the center of a small drain,
North 03° 49' East 30.07 feet,
North 27° 40' West 439.25 feet,
North 23° 46' West 513.56 feet,
North 28° 03' West 482.71 feet to a point near the right descending bank of Bear Run; thence, upstream with the said right descending bank of said run and continuing with the said 520 foot contour,
South 25° 18' West 60.84 feet,
South 69° 50' West 52.20 feet,
North 28° 32' West 52.35 feet,
North 88° 27' West 74.03 feet to a point in the boundary line between the lands of Means and Russell Iron Company and the subject owner; thence, leaving the said 520 foot contour and the said right descending bank of said run and with the lands of said Means and Russell Iron Company,

North 72° 16' East 229.92 feet to a point on the ordinary high water line of the Ohio River (Elev. 509); thence, leaving the lands of said Means and Russell Iron Company and upstream with the said ordinary high water line,

South 27° 03' East 1176.00 feet to a point in the boundary line between the lands of said American Rolling Mill Company and the subject owner at Valuation Station 5060/14; thence, leaving the said ordinary high water line and with the lands of said American Rolling Mill Company, as follows:

South 57° 12' West 53.54 feet,
South 30° 10' East 298.44 feet to a point in the center of a small drain,
South 25° 22' East 280.02 feet,
South 24° 02' East 527.78 feet to a point at Valuation Station 5049/14; thence, continuing with the lands of said American Rolling Mill Company,

South 54° 27' West 8.60 feet to the place of beginning, containing a total of 2.40 acres, more or less, of which 0.85 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

TRACT: A-114E-14
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 2.40

(CONTINUED)

The above described tract is a part of the same land as that described in a deed from Means and Russell Iron Company to The Chesapeake and Ohio Railway Company, dated November 10, 1921 and recorded January 17, 1922 in Deed Book 57, Page 354; and a part of the same land as that described in a deed from Means and Russell Iron Company to The Chesapeake and Ohio Railway Company, dated November 10, 1921 and recorded December 3, 1921 in Deed Book 85, Page 354; and a part of the same land as that described in a deed from LeWright Browning, et ux to The Chesapeake and Ohio Railway Company, dated October 8, 1938 and recorded October 13, 1939 in Deed Book 88, Page 183 in the records of Greenup County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

TRACT: A-114E-15
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.09

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, on Bear Run, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 520 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the north right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said line being the boundary line between the lands of the Means and Russell Iron Company and the subject owner and on the left descending bank of Bear Run, said point being located North 74° 50' East approximately 214 feet along said line extended from the center track of Valuation Station 5072/20 as shown on Sheet V31/11 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said 520 foot contour and the said left descending bank and with the said north right-of-way line and the lands of said Means and Russell Iron Company,

North 74° 50' East crossing the center of said Bear Run at approximately 17 feet, in all 42.00 feet to a point on the said 520 foot contour and the right descending bank of said Run; thence, leaving the lands of said Means and Russell Iron Company and the said north right-of-way line and upstream with the right descending bank, following generally the meanders of the said 520 foot contour and severing the lands of the subject owner, as follows:

South 35° 09' West 103.00 feet,

South 45° 56' West 17.11 feet to a point located 5.5 feet west of the center line of a culvert supporting the subject owner's tracks over Bear Run, said center line being located at Valuation Station 5071/32; thence, leaving the said 520 foot contour and the said right descending bank and parallel with the said center line,

South 45° 44' West 130 feet to a point on the west right-of-way line; thence, leaving said parallel line and with the said west right-of-way line, as follows:

North 55° 30' West 6.00 feet,

North 36° 16' West 6.00 feet to a point 5.5 feet east of the center line of said culvert, said center line being located at Valuation Station 5071/32; thence, leaving the said west right-of-way line and parallel with the said center line,

North 45° 44' East 130 feet to a point on the said 520 foot contour and the left descending bank; thence, leaving said parallel line and with the said left descending bank and the said 520 foot contour, as follows:

North 12° 59' East 16.06 feet,

North 30° 24' East 71.00 feet to the place of beginning, containing 0.09 acre, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.).

The above described tract is a part of the same land as that described in a deed from Means and Russell Iron Company to the M. and B.S.R.R., dated August 18, 1886 and recorded November 18, 1888 in Deed Book 4, Page 325; and a part of the same land as that described in a deed from Means and Russell Iron Company to The Chesapeake and Ohio Railway Company, dated September 3, 1912 and recorded September 7, 1912 in Deed Book 43, Page 166; and a part of

TRACT: A-114E-15
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.09

(CONTINUED)

the same land as that described in a deed from Means and Russell Iron Company to The Chesapeake and Ohio Railway Company, dated November 10, 1921 and recorded January 17, 1922 in Deed Book 57, Page 354; and a part of the same land as that described in a deed from LeWright Browning, et ux to The Chesapeake and Ohio Railway Company, dated October 8, 1938 and recorded October 13, 1939 in Deed Book 88, Page 183 in the records of Greenup County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

(Page 2)

TRACT: A-114E-16
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.28

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, on White Oak Creek, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 520 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the east right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being on the boundary line between the lands of the American Rolling Mill Company and the subject owner, said point being located North $75^{\circ} 41'$ East approximately 75 feet, North $01^{\circ} 29'$ East approximately 39 feet from the center track at Valuation Station 5026/94 as shown on Sheet V31/11 of the subject owner's Right-Of-Way and Track Map, dated June 30, 1916; thence, leaving the lands of said American Rolling Mill Company and the said east right-of-way line and upstream following generally the meanders of the said 520 foot contour and severing the lands of the subject owner, as follows:

North $80^{\circ} 38'$ West 20.34 feet,
North $30^{\circ} 39'$ West 78.00 feet to a point which is located 3.5 feet from the center line of a culvert supporting the subject owner's tracks over White Oak Creek; thence, leaving the said 520 foot contour and parallel with the said center line,

South $28^{\circ} 01'$ West 180.00 feet; thence, on a line 3.5 feet east and parallel with the center of an angular extension of said culvert,

South $14^{\circ} 09'$ West 5.00 feet to a point on the west right-of-way line, said point being on the boundary line between the lands of the Means and Russell Iron Company and the subject owner; thence, leaving said parallel line and with the said west right-of-way line and the lands of said Means and Russell Iron Company,

North $24^{\circ} 40'$ West 9.00 feet to a point which is located 3.5 feet from the center line of said culvert; thence, leaving the said west right-of-way line and the lands of said Means and Russell Iron Company and parallel with the said center line,

North $28^{\circ} 01'$ East 186.00 feet to a point on the said 520 foot contour; thence, leaving said parallel line and downstream following generally the meanders of the said 520 foot contour and severing the lands of the subject owner, as follows:

North $11^{\circ} 50'$ West 130.00 feet,
North $04^{\circ} 43'$ East 30.00 feet to a point on the said east right-of-way line, said point being on the boundary line between the lands of said American Rolling Mill Company and the subject owner; thence, leaving the said 520 foot contour and with the said east right-of-way line and the lands of said American Rolling Mill Company, as follows:

South $38^{\circ} 02'$ East 145.00 feet,
South $01^{\circ} 29'$ West 122.00 feet to the place of beginning, containing a total of 0.28 acre, more or less, of which 0.09 acre is located below the noraml pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

402 TRACT: A-114E-16
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.28

(CONTINUED)

The above described tract is a part of the same land as that described in a deed from Means and Russell Iron Company to M. and B.S.R.R., dated August 18, 1886 and recorded November 18, 1888 in Deed Book 4, Page 325; and a part of the same land as that described in a deed from Means and Russell Iron Company to The Chesapeake and Ohio Railway Company, dated November 10, 1921 and recorded January 17, 1922 in Deed Book 57, Page 354 in the records of Greenup County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

BOOK 559 PAGE 75

TRACT: A-114E-17
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.03
PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, on the left descending bank of White Oak Creek, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 520 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the east right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said line being the boundary line between the lands of the American Rolling Mill Company and the subject owner, and said point being located North 75° 41' East approximately 80 feet from the center track at Valuation Station 5021/34, and said point being located North 75° 41' East approximately 80 feet, South 14° 19' East approximately 560 feet from the center track at Valuation Station 5026/94 as shown on Sheet V31/11 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said 520 foot contour and with the said east right-of-way line and the lands of said American Rolling Mill Company,

South 14° 19' East 101.14 feet to a point on the said 520 foot contour; thence, leaving the said east right-of-way line and the lands of said American Rolling Mill Company and downstream with the left descending bank of said White Oak Creek and following generally the meanders of the said 520 foot contour and severing the lands of the subject owner, as follows:

North 32° 00' West 84.91 feet,

North 37° 34' East 32.80 feet to the place of beginning, containing a total of 0.03 acre, more or less, of which 0.01 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from Means and Russell Iron Company to The Chesapeake and Ohio Railway Company, dated November 10, 1921 and recorded January 17, 1922 in Deed Book 57, Page 354 in the records of Greenup County, Kentucky.

Jacob A. Solliday
Supervisor, ASC
12-2-58

TRACT: A-114E-18

OWNER: The Chesapeake and Ohio
Railway Company

ACRES: 0.08

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Greenup County, on White Oak Creek, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 520 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the west right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being on the boundary line between the lands of Kyle J. Kinkead and the subject owner, said point being on the left descending bank of White Oak Creek and said point being located South $19^{\circ} 20'$ East approximately 231 feet along said right-of-way line from Valuation Station 4980/20 as shown on the Sheet V31/10 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said west right-of-way line, said lands of said Kinkead and downstream with the said left descending bank and following generally the meanders of the said 520 foot contour and severing the lands of the subject owner,

South $35^{\circ} 45'$ East 82.00 feet to a point on the west embankment of the subject owner's tracks, said point being located 7.0 feet from the center line of a culvert supporting the subject owner's tracks over said White Oak Creek, said center line being located at Valuation Station 4977/08; thence, leaving the said west embankment, said 520 foot contour and the said left descending bank and parallel with the said center line,

North $61^{\circ} 29'$ East 122.40 feet to a point on the boundary line between the lands of the American Rolling Mill Company and the subject owner, and on the east right-of-way line; thence, with the said east right-of-way line and the lands of said American Rolling Mill Company,

South $28^{\circ} 31'$ East 14.00 feet to a point located 7.0 feet from the center line of said culvert, said center line being located at Valuation Station 4977/08; thence, leaving the said east right-of-way line and the lands of said American Rolling Mill Company and parallel with the said center line,

South $61^{\circ} 29'$ West 122.40 feet to a point on the said west embankment, said 520 foot contour and said right descending bank; thence, leaving the said parallel line and the said west embankment and upstream with the said right descending bank and with the said 520 foot contour, as follows:

South $25^{\circ} 14'$ East 34.00 feet,

South $59^{\circ} 35'$ West 13.45 feet to a point on the said west right-of-way line, said point being on the boundary line between the lands of said Kinkead and the subject owner; thence, leaving the said right descending bank, said 520 foot contour and with the said west right-of-way line and the lands of said Kinkead, as follows:

North $41^{\circ} 50'$ West 41.00 feet,

North $19^{\circ} 20'$ West 91.00 feet to the place of beginning, containing a total of 0.08 acre, more or less, of which 0.06 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from Kyle J. Kinkead, et ux to The Chesapeake and Ohio Railway Company, dated December 7, 1918 and recorded December 13, 1918 in Deed Book 51, Page 549; and a part of the same land as that described in a deed from

BOOK 000 PAGE 000

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TRACT: A-114E-18
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.08

(CONTINUED)

John P. Kinkead to the M. and B. S. R. R., dated February 25, 1887 and recorded November 13, 1888 in Deed Book "Y", Page 2, and also a part of the same land as that described in a deed from Kyle J. Kinkead, et ux to The Chesapeake and Ohio Railway Company, dated March 2, 1921 and recorded April 13, 1921 in Deed Book 56, Page 300 in the records of Greenup County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

(Page 2)

TRACT: A-114E-19
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.14

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, on Hoods Creek, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at a point on the 521 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, said point being on the north embankment of the subject owner's tracks and the left descending bank of Hoods Creek, said point being located North $54^{\circ} 00'$ West 12 feet from the center line of a culvert supporting the subject owner's tracks over said Hoods Creek, said center line being located at Valuation Station 4947/15 as shown on Sheet V31/9 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said north embankment and downstream with the said left descending bank and following generally the meanders of the said 521 foot contour and severing the lands of the subject owner, as follows:

North $36^{\circ} 00'$ East 18.00 feet,

North $53^{\circ} 29'$ West 30.63 feet,

North $01^{\circ} 38'$ West 26.28 feet to a point on the boundary line between the lands of the American Rolling Mill Company and the subject owner, said point being on the north right-of-way line; thence, leaving the said 521 foot contour and the said left descending bank and with the said north right-of-way line and the lands of said American Rolling Mill Company,

South $54^{\circ} 00'$ East 119.00 feet to a point on the said 521 foot contour, said point being on the right descending bank of said Creek; thence, leaving the said north right-of-way line and the lands of said American Rolling Mill Company and upstream with the said right descending bank and the said 521 foot contour, as follows:

South $36^{\circ} 57'$ West 25.60 feet,

North $54^{\circ} 00'$ West 47.41 feet,

South $36^{\circ} 00'$ West 14.00 feet to a point on the said north embankment of the subject owner's tracks, said point being located South $54^{\circ} 00'$ East 12.00 feet from the center line of said culvert, said center line being located at Valuation Station 4947/15; thence, leaving the said right descending bank and the said north embankment and the said 521 foot contour, and parallel with the said center line,

South $36^{\circ} 00'$ West 118.00 feet; thence, on a line 12 feet east and parallel with the center line of an angular extension of said culvert,

South $21^{\circ} 20'$ West 25.00 feet to a point on the south right-of-way line, said point being on the boundary line between the lands of Mary Catherine DeBenedictis and the subject owner; thence, leaving the said parallel line and with the said south right-of-way line and the lands of said DeBenedictis,

North $61^{\circ} 49'$ West 19.00 feet to a corner common to the lands of Means and Russell Iron Company, said DeBenedictis and the subject owner; thence, leaving the lands of said DeBenedictis and with the lands of said Means and Russell Iron Company and continuing with the said south right-of-way line,

North $36^{\circ} 00'$ East 45.00 feet to a point in the center of said culvert at Valuation Station 4947/15; thence, leaving the center of said culvert and continuing with the lands of said Means and Russell Iron Company and with the said south right-of-way line,

TRACT: A-114E-19
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.14

(CONTINUED)

North 54° 00' West 12.00 feet to a point on the said south right-of-way line, said point being located North 54° 00' West 12.00 feet from the center line of said culvert; thence, leaving the lands of said Means and Russell Iron Company and the said south right-of-way line, and parallel with the said center line,

North 36° 00' East 101.00 feet to the place of beginning, containing a total of 0.14 acre, more or less, of which 0.11 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from the City of Ashland, Kentucky to The Chesapeake and Ohio Railway Company, dated July 19, 1920 and recorded in M.B. 13, Page 411, The Chesapeake and Ohio Railway Company Ordinance No. 180; and a part of the same land as that described in a deed from Boyd County Court to The Chesapeake and Ohio Railway Company, dated March 30, 1932; and a part of the same land as that described in a deed from Ashland Coal and Iron Railway to The Chesapeake and Ohio Railway Company, dated August 12, 1921 and recorded October 23, 1922 in Deed Book 58, Page 551; and a part of the same land as that described in a deed from J. P. Jones, et al. to M.B. and S.R.R., dated July 25, 1887 and recorded August 9, 1887 in Deed Book 5, Page 97; and a part of the same land as that described in a condemnation deed from S. Ward to M.B. and S.R.R., dated November, 1887 in Deed Book 6, Page 10; and a part of the same land as that described in a condemnation deed from J. P. Jones, et al. to the M.B. and S.R.R., dated November, 1887 in Deed Book 6, Page 10; and a part of the same land as that described in a deed from American Rolling Mill Company to The Chesapeake and Ohio Railway Company, dated April 1, 1924 and recorded April 5, 1924 in Deed Book 96, Page 390; and a part of the same land as that described in a deed from Means and Russell Iron Company to the M.B. and S.R.R., dated August 18, 1886 and recorded November 13, 1888 in Deed Book "Y", Page 325 in the records of Boyd County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

(Page 2)

TRACT: A-114E-20
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.07

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, in the City of Ashland, on Long Branch, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at a point on the south right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being on the boundary line between the lands of the American Rolling Mill Company and the subject owner, and said point being located 7 feet west of the center line of a culvert supporting the subject owner's tracks over Long Branch, said center line being located at Valuation Station 176/73, said point also being located South 30° 10' West approximately 38 feet, South 59° 50' East approximately 100 feet from a point at the center of the easterly most track at Valuation Station 177/43 as shown on Sheet V31/8 of the subject owner's Right-of-Way and Track Map, dated March 4, 1949; thence, leaving the said south right-of-way line and parallel with the center line of said culvert,

North 15° 50' East 206.00 feet to a point on the north right-of-way line, said point being on the boundary line between the lands of the said American Rolling Mill Company and the subject owner; thence, leaving the said parallel line and with the said north right-of-way line and the lands of said American Rolling Mill Company,

South 59° 50' East 15.00 feet to a point located 7.0 feet east of the center line of said culvert, said center line being located at Valuation Station 176/73; thence, leaving the said north right-of-way line and the lands of said American Rolling Mill Company, and parallel with the said center line of said culvert,

South 15° 50' West 206.00 feet to a point on the said south right-of-way line, said point being on the boundary line between the lands of said American Rolling Mill Company and the subject owner; thence, leaving the said parallel line, and with the lands of said American Rolling Mill Company and with the said south right-of-way line,

North 59° 50' West 15.00 feet to the place of beginning, containing a total of 0.07 acre, more or less, of which 0.07 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from Ashland Iron and Mining Company to The Chesapeake and Ohio Railway Company, dated July 27, 1922 and recorded December 9, 1922 in Deed Book 90, Page 426; and a part of the same land as that described in a deed from American Rolling Mill Company to The Chesapeake and Ohio Railway Company, dated March 31, 1924 and recorded April 11, 1924 in Deed Book 96, Page 411 in the records of Boyd County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

TRACT: A-114E-21
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.87

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, in the City of Ashland, on Long Branch, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at a point on the 521 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, said point being on the south embankment of the subject owner's tracks and said point being on the left descending bank of Long Branch, and said point being located North 38° 00' West 7.0 feet from the center line of a culvert supporting the subject owner's tracks over said Long Branch, said center line being located at Valuation Station 4884/58 as shown on Sheet V31/8 of the subject owner's Right-of-Way and Track Map, dated March 4, 1949; thence, leaving the said south embankment, said left descending bank and the said 521 foot contour, and parallel with the said center line,

North 52° 00' East 118.00 feet to a point on the north right-of-way line, said point being on the boundary line between the lands of the American Rolling Mill Company and the subject owner; thence, leaving the said parallel line and with the said north right-of-way line and the lands of said American Rolling Mill Company,

South 38° 00' East 14.00 feet to a point on the east side of said culvert, said point being located South 38° 00' East 7.0 feet from the center line of said culvert; thence, leaving the said north right-of-way line and the lands of said American Rolling Mill Company, and parallel with the said center line,

South 52° 00' West 118.00 feet to a point on the said south embankment, said point also being on the said 521 foot contour and on the right descending bank of said Long Branch; thence, leaving the said parallel line and the said south embankment and with the said right descending bank, upstream following generally the meanders of the said 521 foot contour and severing the lands of the subect owner, as follows:

South 05° 51' East 44.00 feet,
South 09° 59' West 49.81 feet,
South 47° 09' East 68.00 feet,
South 02° 11' East 86.00 feet to a point in the center of said Long Branch; thence, leaving the said right descending bank and downstream with the said left descending bank and continuing with the said 521 foot contour, as follows:

North 30° 50' West 75.00 feet,
North 65° 51' West 48.00 feet,
South 07° 25' West 100.59 feet,
North 17° 16' West 211.00 feet,
North 44° 31' West 184.00 feet,
North 32° 02' East 84.81 feet,
South 45° 24' East 179.00 feet,
South 64° 29' East 63.00 feet to the place of beginning, containing 0.87 acre, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.).

TRACT: A-114E-21
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.87

(CONTINUED)

The above described tract is a part of the same land as that described in a deed from Kentucky Iron Coal and Manufacturing Company to M. and B.S.R.R., dated August 25, 1890 and recorded March 10, 1891 in Deed Book 19, Page 192 in the records of Boyd County, Kentucky. The said Maysville and Big Sandy Railroad Company (M. and B.S.S.R.) by indenture of merger, dated July 1, 1904, became consolidated with and under the corporate name of The Chesapeake and Ohio Railway Company of Kentucky, as shown in "Articles of Incorporation Book" Vol 2 page 520. The said property was then conveyed by The Chesapeake and Ohio Railway Company of Kentucky, a Kentucky Corporation, to The Chesapeake and Ohio Railway Company, a Virginia Corporation, by Deed dated July 1, 1907, and recorded in Deed Book 45 page 320. All records referred to are in the County Court Clerk's Office, Boyd County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
Revised 4/28/59

(Page 2)

TRACT: A-114E-22
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.83

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, in the City of Ashland, on the left descending bank of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 521 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the line between the lands of the American Rolling Mill Company and The Chesapeake and Ohio Railway Company, the subject owner, said point being located North 35° 13' East approximately 245 feet along said line from the center of the west bound main track at Valuation Station 135+08 as shown on Sheet V33A/4 of the subject owner's Right-of-Way and Track Map, dated December 31, 1924; thence, leaving the said 521 foot contour and with the lands of said American Rolling Mill Company,

North 35° 13' East 20.81 feet to a point on the ordinary high water line of the Ohio River (Elev. 510); thence, leaving the lands of said American Rolling Mill Company and upstream with the said ordinary high water line, as follows:

South 62° 04' East 74.71 feet to a point under the center of the Twelfth Street Free Bridge,

South 59° 45' East 152.82 feet,

South 57° 16' East 166.43 feet,

South 64° 22' East 300.57 feet,

South 57° 00' East 91.81 feet,

South 69° 26' East 76.90 feet,

South 55° 36' East 111.50 feet to a point in the boundary line between the lands of the Middle States Concrete Company and the subject owner; thence, leaving the said ordinary high water line and with the lands of said Middle States Concrete Company,

South 29° 22' West 55.07 feet to a point on the said 521 foot contour; thence, leaving the lands of said Middle States Concrete Company and downstream following generally the meanders of the said 521 foot contour and severing the lands of the subject owner, as follows:

North 45° 41' West 118.80 feet,

North 68° 01' West 173.63 feet,

North 59° 52' West 380.42 feet,

North 60° 39' West 238.65 feet to a point under the center of Twelfth Street Free Bridge,

North 47° 53' West 70.09 feet to the place of beginning, containing a total of 0.83 acre, more or less, of which 0.44 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from Kentucky Iron, Coal and Manufacturing Company to the A.C. and I. Railway Company, dated March 2, 1896 and recorded September 14, 1896 in Deed Book 28, Page 310; and a part of the same land as that described in a deed from Western States Coal, Oil and Mining Company to the L. and B.S.R.R., dated February 19, 1869 and recorded August 5, 1869 in Deed Book 4, Page 101 in the records of Boyd County, Kentucky. The said A. C. and I. Railway Company, a Corporation, conveyed said property to The Chesapeake and Ohio Railway Company, a Virginia Corporation, by deed dated December 19, 1933, recorded in Deed Book 132 Page 430.

TRACT: A-114E-22
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.83

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION (Cont'd)

The said Lexington and Big Sandy Railroad Company(L. and B. S. S. R.) by indenture of merger dated July 1, 1904 became consolidated with and under the corporate name of The Chesapeake and Ohio Railway Company of Kentucky, a Kentucky corporation, as shown in "Articles of Incorporation Book" Vol. 2 Page 520.

The said Chesapeake and Ohio Railway Company of Kentucky, conveyed said premise to The Chesapeake and Ohio Railway Company, a Virginia Corporation, by deed dated July 1, 1907, and recorded in Deed Book 45 Page 320. All records referred to are in the County Court Clerk's Office of Boyd County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
Revised 4-28-59

TRACT: A-114E-23

OWNER: The Chesapeake and Ohio
Railway Company

ACRES: 1.37

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, in the City of Ashland, on the left descending bank of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 521 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the boundary line between the lands of the American Rolling Mill Company and The Chesapeake and Ohio Railway Company, the subject owner, said point being located North $28^{\circ} 18'$ East approximately 590 feet from the A. C. & I. Railway track at Valuation Station 72/96 as shown on Sheet V31/6-1 of the subject owner's Right-of-Way and Track Map dated June 30, 1916; thence, leaving the said 521 foot contour and with the lands of said American Rolling Mill Company,

North $28^{\circ} 18'$ East 44.29 feet to a point on the ordinary high water line of the Ohio River (Elev. 511); thence, leaving the lands of said American Rolling Mill Company and upstream with the said ordinary high water line, as follows:

South $57^{\circ} 42'$ East 205.85 feet,
South $52^{\circ} 48'$ East 458.21 feet,
South $46^{\circ} 50'$ East 287.94 feet,
South $55^{\circ} 01'$ East 122.07 feet,
South $52^{\circ} 15'$ East 207.42 feet,
South $50^{\circ} 04'$ East 280.40 feet to a point in the boundary line between the lands of C. E. Fannin and the subject owner; thence, leaving the said ordinary high water line and with the lands of said Fannin,

South $37^{\circ} 34'$ West 16.40 feet to a point in the said 521 foot contour; thence, leaving the lands of said Fannin and downstream following generally the meanders of the said 521 foot contour and severing the lands of the subject owner, as follows:

North $51^{\circ} 01'$ West 243.17 feet,
North $52^{\circ} 56'$ West 302.00 feet,
North $48^{\circ} 00'$ West 216.67 feet,
North $58^{\circ} 56'$ West 91.07 feet,
North $47^{\circ} 57'$ West 68.68 feet,
North $62^{\circ} 40'$ West 167.72 feet,
North $54^{\circ} 40'$ West 328.52 feet,
North $47^{\circ} 02'$ West 139.39 feet to the place of beginning containing a total of 1.37 acres, more or less, of which 0.41 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

TRACT: A-114E-23
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 1.37

CONTINUED

The above described tract is a part of the same land as that described in a deed from D. D. Geiger, et ux to the Chattaroi Railway, dated January 31, 1885 and recorded February 7, 1885 in Deed Book 13, Page 93 in the records of Boyd County, Kentucky. The above property of the Chatteroi Railway Company was conveyed under Judgment of Foreclosure by the Union Trust Company of New York, by J. H. NORTHUP, Special Master Commissioner of the United States District Court for the District of Kentucky, to George C. Woods, Samuel D. Davis, Jersey Collins and Anson Mattby, by deed dated April 26, 1888, recorded in Deed Book 15, Page 310. The said grantees thereafter, and on August 20, 1889, conveyed said property to the Ohio and Big Sandy Railroad Company, said deed being recorded in Deed Book 17, Page 52.

The said Ohio and Big Sandy Railroad Company, by Indenture of Merger, dated July 10, 1902, and recorded in Articles of Incorporation Book Volume 2, Page 290, became consolidated with and under the corporate name of Lexington and Big Sandy Railroad Company.

The said Lexington and Big Sandy Railroad by Indenture of Merger dated July 1, 1904, became consolidated with and under the corporate name of The Chesapeake and Ohio Railway Company of Kentucky, as shown in Articles of Incorporation Book, Volume 2, Page 520.

The said The Chesapeake and Ohio Railway Company of Kentucky, conveyed said premise to The Chesapeake and Ohio Railway Company, a Virginia corporation, by deed dated July 1, 1907, recorded in Deed Book 45, Page 320, Boyd County Court Clerk's Office.

Eugene G. Gomolka
Project Manager, ASC
Revised 4/28/59

TRACT: A-114E-24
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 10.97

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, in the City of Ashland, on the left descending bank of the Ohio River and on Geiger Branch, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 522 foot contour, above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the line between the lands of Semet Solvay Company and The Chesapeake and Ohio Railway Company, the subject owner, said point being located North $69^{\circ} 09'$ East approximately 1,015 feet from the center of the east bound freight line at Valuation Station 4740/16 as shown on Sheet V31/5 of the subject owners Right-of-Way and Track Map, dated June 30, 1916 and as shown on Sheets V33A/1 and V33A/2 of the Ashland Coal and Iron Railway Company; thence, leaving the lands of said Semet Solvay Company and downstream following generally the meanders of the said 522 foot contour and severing the lands of the subject owner, as follows:

North $20^{\circ} 48'$ West 213.95 feet,
North $18^{\circ} 26'$ West 284.60 feet,
North $23^{\circ} 52'$ West 284.30 feet,
North $17^{\circ} 45'$ West 236.24 feet,
North $24^{\circ} 41'$ West 787.97 feet,
North $28^{\circ} 59'$ West 433.29 feet to a point on the right descending bank of Geiger Branch; thence, upstream with the said right descending bank of said creek and continuing with the said 522 foot contour, as follows:

South $49^{\circ} 28'$ West 90.78 feet,
North $88^{\circ} 17'$ West 100.04 feet,
South $51^{\circ} 01'$ West 54.04 feet,
South $79^{\circ} 23'$ East 65.12 feet,
South $15^{\circ} 19'$ East 174.18 feet,
South $25^{\circ} 01'$ West 49.66 feet,
South $67^{\circ} 48'$ West 105.85 feet,
South $24^{\circ} 23'$ West 82.35 feet,
South $06^{\circ} 12'$ East 92.54
Due East 55.00 feet,
South $70^{\circ} 13'$ East 94.58 feet,
North $86^{\circ} 44'$ East 70.11 feet,
South $20^{\circ} 23'$ East 74.67 feet
North $85^{\circ} 25'$ West 187.60 feet to a point on the north embankment of the subject owners tracks, said point being located 6.0 feet east of the center line of a culvert supporting the subject owners tracks over said Branch; thence, leaving the said 522 foot contour and the said north embankment and parallel with the said center line,

South $10^{\circ} 26'$ West 77.28 feet to a point on the said 522 foot contour on the south embankment of the subject owners tracks; thence, leaving the said parallel line and the said south embankment and continuing upstream with the said right descending bank of said Branch and with the said 522 foot contour, as follows:

Railway Company
ACRES: 10.97

CONTINUED

South 14° 52' East 101.39 feet,
North 87° 27' East 90.09 feet,
South 75° 58' East 103.08 feet,
South 41° 11' East 63.78 feet,
South 30° 07' West 57.80 feet,
South 56° 18' West 93.74 feet,
South 78° 34' West 90.80 feet,
North 63° 26' West 51.43 feet,
South 09° 10' West 31.40 feet,
South 58° 09' East 111.83 feet,
South 06° 12' East 46.27 feet,
South 27° 21' West 65.30 feet,
South 08° 57' West 147.80 feet,
South 06° 03' East 85.48 feet,
South 70° 34' East 90.14 feet,
South 78° 23' East 74.52 feet,
South 24° 47' East 57.27 feet,
South 04° 00' East 243.59 feet,
South 72° 56' East 132.85 feet,
South 09° 21' East 80.06 feet,
South 21° 02' West 55.71 feet,
South 39° 21' East 78.87 feet,
South 17° 43' East 124.92 feet

to a point in the center of said Branch;
thence, leaving the center of said Branch and downstream with the left
descending bank of said Branch, as follows:

North 29° 32' West 137.93 feet,
North 41° 38' West 60.21 feet,
North 06° 04' East 94.53 feet,
North 21° 27' West 60.17 feet,
North 59° 24' West 108.05 feet,
North 30° 58' West 69.97 feet,
South 35° 32' West 86.02 feet,
North 09° 46' East 94.37 feet,
North 19° 17' West 105.95 feet,
South 80° 20' West 136.95 feet,
North 32° 00' West 103.77 feet,
North 26° 00' East 91.24 feet,
North 10° 03' East 143.20 feet,
North 09° 40' West 95.35 feet,
North 19° 48' West 79.71 feet,
Due West 92.00 feet,
South 17° 13' East 104.69 feet,
South 65° 43' West 145.91 feet,
North 29° 45' West 233.81 feet,
North 24° 53' West 152.12 feet,
North 15° 24' West 143.14 feet,
North 29° 23' West 173.23 feet,
South 74° 10' East 410.57 feet,
South 11° 58' East 120.62 feet,
South 26° 34' West 89.44 feet,
South 82° 38' East 116.97 feet,
North 87° 15' East 104.12 feet,
North 53° 58' East 68.01 feet,

OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 10.97

CONTINUED

North 38° 39' West 32.02 feet,
North 81° 15' West 131.53 feet,
North 52° 08' West 57.01 feet,
North 05° 51' West 78.41 feet,
North 67° 37' East 55.15 feet to a point on the south embankment of the subject owners tracks, said point being located 6.0 feet west of the center line of a culvert supporting the subject owners tracks over said Branch; thence, leaving the said 522 foot contour and the said south embankment and parallel with the said center line,

North 10° 26' East 77.28 feet to a point on the said 522 foot contour on the north embankment of the subject owners tracks; thence, leaving the said parallel line and the said north embankment and continuing downstream with the said left descending bank of said Branch and with the said 522 foot contour, as follows:

North 63° 24' West 78.26 feet,
North 56° 44' West 38.28 feet,
North 17° 33' West 82.86 feet,
North 14° 16' East 60.88 feet,
North 51° 20' West 57.63 feet,
North 85° 14' West 60.21 feet,
North 37° 46' West 179.62 feet,
North 45° 58' East 83.45 feet,
South 45° 24' East 99.70 feet,
South 27° 39' East 118.53 feet,
North 68° 58' East 181.07 feet,
North 13° 00' West 133.42 feet,
North 83° 51' West 65.38 feet,
North 26° 34' West 44.72 feet,
North 10° 53' East 79.43 feet,
North 69° 59' East 149.00 feet,
North 77° 19' East 41.00 feet,
North 65° 33' West 120.83 feet,
North 18° 14' West 89.49 feet,
North 22° 33' West 57.38 feet,
North 41° 51' East 89.94 feet,
North 17° 34' West 82.86 feet,
North 39° 06' West 103.08 feet to a point on the north line of the subject owner; thence, leaving the said left descending bank of said Branch and the said 522 foot contour and with the said north line,

North 42° 16' East 44.60 feet to a point on the ordinary high water line of the Ohio River (Elev. 511); thence, leaving the said north line and upstream with the said ordinary high water line as follows:

South 32° 22' East 168.12 feet,
South 08° 02' East 78.77 feet,
South 44° 32' West 86.98 feet,
South 33° 41' East 36.06 feet,
North 72° 26' East 82.86 feet,
South 68° 35' East 54.78 feet,
South 32° 12' East 127.62 feet,
South 28° 42' East 612.21 feet,
South 23° 13' East 299.24 feet,

TRACT: A-114E-24
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 10.97

CONTINUED

South 21° 24' East 520.89 feet,
South 22° 56' East 282.31 feet,
South 19° 36' East 387.46 feet,
South 18° 21' East 197.01 feet to a point in the boundary line
between the lands of said Semet Solvay Company and the subject owner; thence,
leaving the said ordinary high water line and with the lands of said Semet
Solvay Company,

South 69° 09' West 22.47 feet to the place of beginning, containing
a total of 10.97 acres, more or less, of which 2.57 acres are below the
normal pool of the Greenup Dam, elevation 515. The bearings used herein
are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio
Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described
in a deed from Ashland Iron and Mining Company to A. C. and I. Railway
Company, dated October 10, 1915 and recorded June 13, 1916 in Deed Book
63, Page 466; and a part of the same land as that described in a deed from
Jakob Leight, et ux to A. C. and I. Railway Company, dated August 9, 1911
and recorded March 4, 1912 in Deed Book 55, Page 388; and a part of the
same land as that described in a deed from Ashland Iron and Mining Company
to A. C. and I. Railway Company, dated September 10, 1915 and recorded June
13, 1916 in Deed Book 63, Page 466; and a part of the same land as that
described in a deed from O'Kelly Brick Company to A. C. and I. Railway
Company, dated October 5, 1911 and recorded March 4, 1912 in Deed Book 55,
Page 382; and a part of the same land as that described in a deed from
A. C. and I. Railway Company to The Chesapeake and Ohio Railway Company,
dated August 12, 1921 and recorded September 5, 1922 in Deed Book 90,
Page 48; and a part of the same land as that described in a deed from O'Kelly
Brick Company to A. C. and I. Railway Company, dated May 13, 1918 and record-
ed May 21, 1918 in Deed Book 72, Page 189; and a part of the same land as
that described in a deed from Lena Gates, et al to A. C. and I. Railway
Company, dated November 29, 1929 and recorded December 4, 1929 in Deed Book
124, Page 243 in the records of Boyd County, Kentucky. The said A. C. and
I. Railway Company conveyed all of said property to The Chesapeake and
Ohio Railway Company, by deed dated December 19, 1933, and recorded in
Deed Book 132, Page 430, Boyd County Court Clerk's Office.

Eugene G. Gomolka
Project Manager, ASC
Revised 4/28/59

TRACT: A-114E-25
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.11

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, in the City of Ashland, on Keyes Creek, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at a point on the east right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being on the boundary line between the lands of Semet Solvay Company and the subject owner and said point being in the center of Keyes Creek, said point being located North 72° 34' East approximately 88 feet from the center of the west bound main line at Valuation Station 4689+68 as shown on Sheet V31/4 of the subject owner's Right-of-Way and Track Map, dated August 11, 1936; thence, downstream with the said east right-of-way line and the lands of said Semet Solvay Company and with the center of said Creek,

North 72° 34' East 39.00 feet to a corner common to the lands of an unknown owner, said Semet Solvay Company and the subject owner; thence, leaving the center of said Creek and the lands of said Semet Solvay Company and with the lands of said unknown owner and continuing with the said east right-of-way line,

South 17° 26' East 29.00 feet to a point on the 522 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army; thence, leaving the said east right-of-way line and the lands of said unknown owner and upstream following generally the meanders of the said 522 foot contour and severing the lands of the subject owner, as follows:

South 65° 53' West 37.90 feet,

North 64° 43' West 35.30 feet to a point on the east embankment of the subject owner's tracks, said point being located 9.00 feet south of the center line of a culvert supporting the subject owner's tracks over said Creek, said center line being located at Valuation Station 4689+68; thence, leaving the said east embankment and the said 522 foot contour and parallel with the said center line,

South 72° 34' West 115.50 feet to a point on the west right-of-way line; thence, leaving the said parallel line and with the said west right-of-way line,

North 17° 26' West 18.00 feet to a point located 9.00 feet north of the center line of said culvert; thence, leaving the said west right-of-way line and parallel with the said center line,

North 72° 34' East 115.50 feet to a point on the said east embankment, said point being on the said 522 foot contour; thence, leaving the said parallel line and the said east embankment and downstream following generally the meanders of the said 522 foot contour and severing the lands of the subject owner, as follows:

North 06° 35' West 20.14 feet,

North 19° 28' East 34.63 feet to a point on the said east right-of-way line, said point being on the boundary line between the lands of said Semet Solvay Company and the subject owner; thence, leaving the said 522 foot contour and with the lands of said Semet Solvay Company and the said east right-of-way line,

TRACT: A-114E-25
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.11

(CONTINUED)

South 17° 26' East 56.00 feet to the place of beginning, containing a total of 0.11 acre, more or less, of which 0.08 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a condemnation deed from Leo B. Newburgh to the E. L. and B.S.R.R., dated May, 1880 and recorded in O. B. 9, Page 110; and a part of the same land as that described in a deed from E. J. Gartrell to the O. and B.S.R.R., dated February 7, 1890 and recorded February 8, 1890 in Deed Book 17, Page 177; and a part of the same land as that described in a deed from E. J. Gartrell to the E. L. and B.S.R.R., dated May 12, 1880 and recorded November 11, 1880 in Deed Book 10, Page 66; and a part of the same land as that described in a deed from Van Sant Kitchen and Company to The Chesapeake and Ohio Railway Company, dated September 24, 1918 and recorded September 25, 1918 in Deed Book 75, Page 30 in the records of Boyd County, Kentucky.

Rev.
5-13-59
W. M. C.

(Page 2)

TRACT: A-114E-26

OWNER: The Chesapeake and Ohio
Railway Company

ACRES: 0.96

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, in the City of Catlettsburg, on the left descending bank of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 522 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U.S. Army with the line between the lands of Ashland Oil and Refining Company and The Chesapeake and Ohio Railway Company, the subject owner, said point being on the east right-of-way line and said point being located North 75° 08' East approximately 169 feet and South 22° 22' East approximately 170 feet from the center track at Valuation Station 4624.03.5 as shown on the subject owners Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said 522 foot contour and with the lands of said Ashland Oil and Refining Company and the said east right-of-way line, as follows:

South 22° 22' East 317.93 feet,
South 60° 15' West 8.06 feet,
South 21° 50' East 276.87 feet,
South 12° 16' East 282.45 feet to a corner common to the lands of said Ashland Oil and Refining Company and the City of Catlettsburg, Kentucky, and the subject owner; thence, leaving the lands of said Ashland Oil and Refining Company and the said east right-of-way line and with the lands of said City of Catlettsburg,

South 72° 54' West 40.80 feet to a point on the said 522 foot contour; thence, leaving the lands of the said City of Catlettsburg and downstream following generally the meanders of the said 522 foot contour and severing the lands of the subject owner, as follows:

North 20° 21' West 189.84 feet,
North 15° 33' West 570.88 feet,
North 09° 23' West 116.56 feet to the place of beginning, containing 0.96 acre, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from D. D. Geiger, et ux to M. and B. S. R. R., dated January 10, 1891 and recorded January 28, 1891 in Deed Book 17, Page 410 in the records of Boyd County, Kentucky. The said Maysville and Big Sandy Railroad Company (M. and B. S. R. R.) by indenture of merger, dated July 1, 1904, became consolidated with and under the corporate name of The Chesapeake and Ohio Railway Company of Kentucky, a Kentucky Corporation, as shown in "Articles of Incorporation Book" Vol. 2 Page 520. The said property was thereafter conveyed by The Chesapeake and Ohio Railway Company of Kentucky, to The Chesapeake and Ohio Railway Company, a Virginia Corporation, by Deed dated July 1, 1907, and recorded in Deed Book 45 Page 320. All records referred to are in the Boyd County Court Clerk's Office, Boyd County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
Revised 4-28-59

TRACT: A-114E-27
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.03

BOOK 355 PAGE 397

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, in the City of Catlettsburg, on the left descending bank of the Big Sandy River, a tributary of the Ohio River, being approximately 1.0 miles upstream from the confluence of the Ohio River and the Big Sandy River and more particularly bounded and described, as follows:

Beginning at the intersection of the 522 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the line between the lands of the City of Catlettsburg and the Chesapeake and Ohio Railway Company, the subject owner, said line being the south line of Thirty-Sixth Street in said City, and said point being located South $87^{\circ} 16'$ East approximately 265 feet along said line from the center of the levee; thence, leaving the said 522 foot contour and with the south line of said Thirty-Sixth Street and with the lands of the said City of Catlettsburg,

South $87^{\circ} 16'$ East 21.02 feet to a point in the ordinary high water line of the Big Sandy River (Elev. 512.8), said point being located North $87^{\circ} 16'$ West approximately 22 feet from the Valuation Station 4515/60.5 marking the boundary line between the Commonwealth of Kentucky and the State of West Virginia as shown on Sheet V31/1SL of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said south line of said Thirty-Sixth Street and the lands of the said City of Catlettsburg and upstream with the said ordinary high water line,

South $11^{\circ} 46'$ East 73.55 feet to a point in the boundary line between the lands of H. K. Clark and the subject owner; thence, leaving the said ordinary high water line and with the lands of said Clark,

North $63^{\circ} 26'$ West 22.36 feet to a point in the said 522 foot contour; thence, leaving the lands of said Clark and upstream following generally the meanders of the said 522 foot contour and severing the lands of the subject owner,

North $14^{\circ} 15'$ West 65.00 feet to the place of beginning, containing a total of 0.03 acre, more or less, of which 0.01 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from H. K. Clark, widower, to The Chesapeake and Ohio Railway Company, dated September 2, 1943 and recorded September 3, 1943 in Deed Book 179, Page 295 in the records of Boyd County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

TRACT: A-114E-28
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.06

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the State of West Virginia, Wayne County, in the City of Kenova, on the right descending bank of the Big Sandy River, a tributary of the Ohio River, being approximately 1.0 miles upstream from the confluence of the Ohio River and the Big Sandy River, and more particularly bounded and described as follows:

Beginning at the intersection of the 522 foot contour, above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the south right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said line being the north line of the lands of Willis M. Smith, et ux and said point being located South $68^{\circ} 12'$ East approximately 30 feet along said south right-of-way line from the normal pool of the Big Sandy Locks and Dam No. 1 (Elev. 512.0), and said point being located North $68^{\circ} 12'$ West approximately 715 feet along said south right-of-way line from the center of West Virginia Secondary State Route No. 1 (Twenty-Third Street) at Valuation Station 4503/64.4, as shown on Sheet VII/124 of subject owners right-of-way and Track Map, dated June 30, 1916; thence, leaving the said 522 foot contour and with the said south right-of-way line and with the lands of said Smith, et ux,

North $68^{\circ} 12'$ West 21.54 feet to a point on the ordinary high water line of the Big Sandy River (Elev. 512.8); thence, leaving the said south right-of-way line and the lands of said Smith, et ux and downstream with the said ordinary high water line,

North $07^{\circ} 46'$ West 133.22 feet to a point on the north right-of-way line of the subject owner; thence, leaving the said ordinary high water line and with the said north right-of-way line,

South $68^{\circ} 12'$ East 21.54 feet to a point on the said 522 foot contour; thence, leaving the said north right-of-way line and upstream following generally the meanders of the said 522 foot contour and severing the lands of the subject owner,

South $07^{\circ} 46'$ East 133.22 feet to the place of beginning, containing a total of 0.06 acres, more or less, of which 0.03 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a release from John H. Dingess to The Chesapeake and Ohio Railway Company, dated February 17, 1894 and recorded September 28, 1894 in Deed Book 41, Page 232; and a part of the same land as that described in a deed from Florence C. Smith, et vir to The Chesapeake and Ohio Railway Company, dated November 17, 1923 and recorded November 22, 1923 in Deed Book 130, Page 169 in the records of Wayne County, West Virginia.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

TRACT: A-114E-29
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 16.60

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the State of West Virginia, Wayne County, in the Town of Ceredo, on Twelve Pole Creek, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at a point on the south right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being located in the center of Twelve Pole Creek and said point being located South 26° 35' West approximately 130 feet from a point under the center of a bridge, number 5103, said point being at Valuation Station 4395/02 as shown on Sheet VII/122 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the center of said Creek and with the said south right-of-way line, as follows:

North 26° 35' East 7.00 feet,
 South 82° 50' West 126.00 feet to a point on the 523 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, said point being on the left descending bank of said Creek; thence, leaving the said south right-of-way line and downstream with the said left descending bank and following generally the meanders of the said 523 foot contour and severing the lands of the subject owner, as follows:

North 47° 30' East 59.00 feet,
 North 28° 25' East 50.00 feet,
 North 35° 00' East 76.00 feet,
 North 28° 04' East 102.00 feet,
 North 13° 17' East 41.08 feet,
 North 41° 36' East 38.00 feet,
 North 23° 31' East 99.00 feet,
 North 19° 04' East 268.00 feet,
 North 13° 50' East 141.00 feet,
 North 28° 31' East 87.00 feet,
 North 07° 32' East 46.00 feet,
 North 42° 52' East 63.00 feet to a point on the north right-of-way line; thence, leaving the said 523 foot contour and the said left descending bank and with the said north right-of-way line,

South 09° 34' West 408.00 feet to a point in the center of said Creek; thence, downstream with the center of said Creek and continuing with the said north right-of-way line, as follows:

North 25° 30' East 465.00 feet,
 North 51° 25' East 295.00 feet,
 North 71° 10' East 269.00 feet,
 South 84° 25' East 303.00 feet,
 South 64° 40' East 405.00 feet,
 South 52° 00' East 755.00 feet,
 North 71° 10' East 295.00 feet,
 North 80° 20' East 222.00 feet,
 North 72° 20' East 968.00 feet,
 North 60° 00' East 351.00 feet to a point in the center of said Creek; thence, leaving the center of said Creek and continuing with the said north right-of-way line,

TRACT: A-114E-29
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 16.60

CONTINUED

South 67° 00' East 119.00 feet to a point on the said 523 foot contour; thence, leaving the said north right-of-way line and upstream with the said 523 foot contour, as follows:

South 38° 40' West 105.00 feet,
 South 39° 45' East 31.59 feet,
 South 83° 10' East 60.00 feet,
 South 32° 45' East 113.00 feet,
 North 54° 15' West 90.00 feet,
 North 82° 16' West 78.00 feet,
 North 50° 00' West 74.00 feet,
 South 64° 40' West 51.00 feet,
 South 12° 27' West 40.92 feet,
 North 33° 52' West 21.25 feet,
 South 73° 42' West 89.00 feet,
 South 56° 26' West 119.00 feet,
 South 81° 00' West 68.00 feet,
 South 71° 20' West 195.00 feet,
 South 13° 45' East 36.97 feet,
 South 29° 30' West 33.00 feet,
 North 65° 36' West 29.00 feet,
 North 24° 29' West 21.12 feet,
 South 82° 16' West 112.00 feet,
 South 72° 24' West 122.00 feet,
 South 30° 32' West 19.00 feet,
 North 63° 56' West 29.00 feet,
 South 72° 45' West 300.00 feet,
 South 76° 52' West 397.00 feet,
 North 79° 54' West 27.00 feet,
 South 73° 04' West 41.00 feet,
 South 75° 48' West 183.00 feet,
 South 81° 36' West 184.00 feet to a point on, or near the right descending bank of Hubbards Branch; thence, upstream with the said right descending bank and continuing with the said 523 foot contour,

South 56° 20' West 24.00 feet to a point on the north embankment of the subject owners tracks, said point being located 5.0 feet east of the center line of a culvert supporting the subject owners tracks over said Hubbards Branch, said center line being located at Valuation Station 4375/53; thence, leaving the said 523 foot contour and the said north embankment and the said right descending bank and parallel with the said center line,

South 06° 00' East 186.50 feet to a point on the south embankment of the subject owners tracks, said point being on the said 523 foot contour and the said right descending bank; thence, leaving the said south embankment and the said parallel line and continuing upstream with the said right descending bank and the said 523 foot contour, as follows:

North 85° 52' East 94.00 feet,
 South 16° 33' East 11.94 feet to a point on the said south right-of-way line; thence, leaving the said right descending bank and the said 523 foot contour and with the said south right-of-way line,

South 76° 09' West 116.00 feet to a point on the said 523 foot contour, said point being on the left descending bank of said Branch; thence, leaving the said south right-of-way line and downstream with the said left

TRACT: A-114E-29
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 16.60

CONTINUED

descending bank and the said 523 foot contour,

North 11° 11' East 27.05 feet to a point on the said south embankment, said point being located 5.0 feet west of the center line of the said culvert; thence, leaving the said south embankment and the said 523 foot contour and the said left descending bank and parallel with the said center line,

North 06° 00' West 186.50 feet to a point on the said north embankment, said point being on the said 523 foot contour; thence, leaving the said north embankment and the said parallel line and upstream with the said 523 foot contour, as follows:

South 84° 04' West 97.00 feet,
 North 82° 08' West 83.00 feet,
 North 30° 11' West 124.00 feet,
 North 77° 53' West 56.00 feet,
 North 43° 42' East 53.00 feet,
 North 10° 33' West 46.01 feet,
 North 55° 04' West 76.00 feet,
 South 04° 41' West 91.00 feet,
 North 47° 28' West 60.00 feet,
 North 08° 26' West 54.01 feet,
 North 37° 11' West 93.00 feet,
 North 88° 32' West 39.00 feet,
 North 37° 46' West 78.00 feet,
 South 78° 15' West 18.00 feet,
 North 03° 26' West 17.00 feet,
 North 42° 04' West 208.00 feet,
 North 17° 07' East 59.12 feet,
 North 50° 36' West 49.00 feet,
 North 86° 22' West 261.00 feet,
 North 87° 28' West 132.00 feet,
 South 75° 22' West 92.00 feet,
 South 62° 53' West 142.00 feet,
 South 48° 09' West 131.00 feet,
 South 18° 02' West 30.86 feet,
 South 20° 47' East 30.91 feet,
 South 54° 44' West 20.00 feet,
 South 11° 02' West 118.00 feet,
 South 18° 32' East 42.93 feet,
 North 50° 20' West 47.00 feet,
 South 71° 04' West 32.00 feet,
 South 18° 27' West 111.00 feet,
 South 73° 10' West 19.00 feet,
 North 26° 14' West 24.00 feet,
 South 20° 27' West 152.00 feet,
 South 05° 36' West 80.00 feet,
 South 26° 22' West 63.00 feet,
 South 35° 00' West 41.00 feet,
 South 27° 46' West 78.00 feet,
 South 50° 04' West 82.00 feet,
 South 28° 45' West 60.00 feet,
 South 16° 19' West 61.55 feet,
 South 21° 36' West 90.00 feet to a point on the said south right-of-way

TRACT: A114E-29
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 16.60

CONTINUED

line; thence, leaving the said 523 foot contour and with the said south right-of-way line,

South 82° 50' West 106.00 feet to the place of beginning, containing a total of 16.60 acres, more or less, of which 8.85 acres are below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from Z. D. Ramsdell, et ux to The Chesapeake and Ohio Railway Company, dated July 15, 1879 and recorded July 19, 1879 in Deed Book P., Page 81; and a part of the same land as that described in a deed from Z. D. Ramsdell, et al. to The Chesapeake and Ohio Railway Company, dated July 15, 1879 and recorded July 19, 1879 in Deed Book P., Page 81; and a part of the same land as that described in a deed from Henry J. Stark, et ux to The Chesapeake and Ohio Railway Company, dated May 16, 1929 and recorded June 3, 1929 in Deed Book 161, Page 463; and a part of the same land as that described in a deed from S. Floyd Hoard, et al., to The Chesapeake and Ohio Railway Company, dated May 1, 1897 and recorded May 22, 1897 in Deed Book 44, Page 582; and a part of the same land as that described in a deed from Pitt Hoard, et al., to The Chesapeake and Ohio Railway Company, dated November 11, 1913 and recorded January 10, 1914 in Deed Book 95, Page 278; and a part of the same land as that described in a deed from Henry J. Stark, et ux to The Chesapeake and Ohio Railway Company dated May 16, 1929 and recorded May 3, 1929 in Deed Book 161, Page 463; and a part of the same land as that described in a deed from W. C. Perdue, et ux to The Chesapeake and Ohio Railway Company, dated May 21, 1929 and recorded June 3, 1929 in Deed Book 161, Page 469; and a part of the same land as that described in a deed from Harvey C. Taylor, et ux to The Chesapeake and Ohio Railway Company, dated May 3, 1929 and recorded June 6, 1929 in Deed Book 162, Page 14; and a part of the same land as that described in a deed from Julia Hoard Starke, et al. to The Chesapeake and Ohio Railway Company, dated Dec. 9, 1929 and recorded Dec. 26, 1929 in Deed Book 164, Page 391; and a part of the same land as that described in a deed from Shenandoah Life Insurance Company to The Chesapeake and Ohio Railway Company, dated January 5, 1945 and recorded January 22, 1945 in Deed Book 221, Page 62; and a part of the same land as that described in a deed from Ida Mae Lester, et al., to The Chesapeake and Ohio Railway Company, dated January 6, 1945 and recorded March 13, 1945 in Deed Book 221, Page 342; and a part of the same land as that described in a deed from Marion Wood Burgess, et al., to The Chesapeake and Ohio Railway Company, dated June 17, 1946 and recorded June 17, 1946 in Deed Book 230, Page 464; and a part of the same land as that described in a deed from Julia Hoard Stark, et vir to The Chesapeake and Ohio Railway Company, dated November 25, 1946 and recorded November 27, 1946 in Deed Book 234, Page 64; and a part of the same land as that described in a deed from W. W. Nunn, et al. to The Chesapeake and Ohio Railway Company, dated May 7, 1936 and recorded May 8, 1936 in Deed Book 185, Page 53 in the records of Wayne County, West Virginia.

Eugene G. Gomolka
 Project Manager, ASC
 12-2-58

TRACT: A-114E-30
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 0.87

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the State of West Virginia, Cabell County, in the City of Huntington, on Four Pole Creek, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 523 foot contour, above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the line between the lands of the Board of Park Commissioners of the City of Huntington, and The Chesapeake and Ohio Railway Company, the subject owner, said point being located North 20° 44' West, approximately 100 feet along said line extended from the center track at Valuation Station 4184/45 as shown on Sheet VII/118 of the subject owner's Right-of-Way and Track Map dated June 30, 1916; thence, leaving the lands of said Board of Park Commissioners and downstream with the left descending bank of Four Pole Creek and following generally the meanders of the said 523 foot contour and severing the lands of the subject owner, as follows:

South 63° 51' West 249.55 feet,
 South 58° 12' West 117.66 feet,
 South 69° 50' West 104.40 feet,
 South 62° 29' West 188.30 feet,
 North 71° 06' West 77.16 feet,
 North 51° 07' West 39.82 feet,
 North 14° 22' West 129.03 feet to a point on the north right-of-way line, said point being a corner common to the lands of the Huntington Industrial Corporation, said Board of Park Commissioners and the subject owner; thence, leaving the said left descending bank and the lands of said Huntington Industrial Corporation and the said 523 foot contour and with the lands of said Board of Park Commissioners and the said north right-of-way line, and crossing said Creek,

North 68° 35' East 54.78 feet to a point on the said 523 foot contour, said point being on the right descending bank of the said Four Pole Creek; thence, leaving the said north right-of-way line and the lands of said Board of Park Commissioners and upstream with the said right descending bank and with the said 523 foot contour, as follows:

South 09° 05' East 101.27 feet,
 South 55° 51' East 67.68 feet,
 North 73° 18' East 62.64 feet,
 North 65° 33' East 157.08 feet,
 North 68° 55' East 75.03 feet,
 North 59° 02' East 128.28 feet,
 North 64° 13' East 227.65 feet to a point in the boundary line between the lands of the said Board of Park Commissioners and the subject owner; thence, leaving the right descending bank and the said 523 foot contour and with the lands of said Board of Park Commissioners,

South 20° 44' East 39.56 feet to the place of beginning, containing 0.87 acre, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.).

TRACT: A-114E-30
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.87

CONTINUED

The above described tract is a part of the same land as that described in a deed from Nineteenth Street (West) Realty Company to The Chesapeake and Ohio Railway Company dated April 3, 1929 and recorded April 5, 1929 in Deed Book 257, Page 125; and a part of an Ordinance from the City of Huntington, West Virginia to The Chesapeake and Ohio Railway Company dated April 5, 1929, Chesapeake and Ohio Ordinance No. 267 in the records of Cabell County, West Virginia.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

TRACT: A-114E-31
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 0.54

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the State of West Virginia, Cabell County, in the City of Huntington, on Four Pole Creek, a tributary of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 523 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the line between the lands of the Board of Park Commissioners of the City of Huntington and The Chesapeake and Ohio Railway Company, the subject owner, and said point being on the north right-of-way line, said point being located North 62° 45' East approximately 591 feet along said line from a corner common to the lands of said Board of Park Commissioners and the subject owner, said corner being located at Valuation Station 4184+45 as shown on Sheet V11/118 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said 523 foot contour and with the lands of said Board of Park Commissioners and the said north right-of-way line,

North 62° 45' East 79.00 feet to a point on the said 523 foot contour; thence, leaving the lands of said Board of Park Commissioners and the said north right-of-way line and upstream following generally the meanders of the said 523 foot contour and severing the lands of the subject owner,

South 57° 42' East 40.70 feet to a point on the west embankment of the subject owner's tracks, said point being located 24.00 feet from the center line of a twin concrete box culvert supporting the subject owner's tracks over Four Pole Creek; thence, leaving the said 523 foot contour and the said west embankment and parallel with the said center line,

South 81° 54' East 219.00 feet to a point on the east embankment of the subject owner's tracks, said point being on the said 523 foot contour; thence, leaving the said east embankment and the said parallel line and continuing upstream with the said 523 foot contour, as follows:

South 84° 39' East 78.70 feet,

South 65° 30' East 76.00 feet,

South 52° 58' East 41.00 feet,

South 75° 56' East 106.00 feet to a point in the boundary line between the lands of L. J. Meisel and the subject owner; thence, leaving the said 523 foot contour and with lands of the said Meisel,

South 47° 16' West 60.00 feet to a point on the said 523 foot contour; thence, leaving the lands of said Meisel and downstream following generally the meanders of the said 523 foot contour and severing the lands of the subject owner, as follows:

North 61° 20' West 190.00 feet,

North 82° 00' West 80.30 feet to a point on the said east embankment, said point being located 4.00 feet from the center line of the said culvert; thence, leaving the said east embankment and the said 523 foot contour and parallel with the said center line,

North 81° 54' West 35.00 feet; thence, at a right angle to the said parallel line,

TRACT: A-114E-31
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.54

(Continued)

South 08° 06' West 20.00 feet to a point located 24.00 feet from the center line of the said culvert; thence, parallel with the said center line,

North 81° 54' West 219.00 feet; thence, at a right angle to the said parallel line,

North 08° 06' East 20.00 feet to a point on the said west embankment, said point being on the said 523 foot contour; thence, leaving the said west embankment and downstream with the said 523 foot contour,

North 82° 24' West 63.40 feet to the place of beginning, containing 0.54 acre, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a condemnation deed from James Isaac Frampton to The Chesapeake and Ohio Railway Company, dated September 26, 1879; and a part of the same land as that described in an ordinance from the City of Huntington, West Virginia to The Chesapeake and Ohio Railway Company, dated August 5, 1929; and a part of the same land as that described in a deed from the City of Huntington, West Virginia to The Chesapeake and Ohio Railway Company, dated March 28, 1929 and recorded March 20, 1929 in Deed Book 257, Page 46 in the records of Cabell County, West Virginia.

Rev.
1-24-59
C. H. R.

TRACT: A-114E-32
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 3.61

BOOK 355 PAGE 407

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the State of West Virginia, Cabell County, in the City of Huntington, on the left descending bank of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 524 foot contour, above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the west right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being in the boundary line between the lands of the American Rolling Mill Company and the subject owner and said point being located North 14° 10' West approximately 645 feet along said line from the southwest corner of Third Avenue and Third Street at Valuation Station 146/49.8 as shown on Sheet Vll/116.1 of the subject owners right-of-way and Track Map, dated November 20, 1952; thence, leaving the said 524 foot contour and with the lands of said American Rolling Mill Company and with the said west right-of-way line,

North 14° 10' West 102.11 feet to a point on the ordinary high water line of the Ohio River (Elev. 515); thence, leaving the lands of said American Rolling Mill Company and the said west right-of-way line and upstream with the said ordinary high water line, as follows:

North 76° 35' East 90.47 feet
North 79° 37' East 122.00 feet,
North 75° 07' East 848.48 feet,
North 75° 32' East 320.16 feet,
North 74° 50' East passing under the center of Sixth Street Bridge at approximately 138 feet, in all 477.65 feet,
North 84° 10' East 49.25 feet
North 71° 34' East 173.93 feet,
North 79° 42' East 55.90 feet,
North 67° 31' East 62.77 feet
North 82° 02' East 50.49 feet,
North 71° 34' East 486.94 feet,
North 79° 37' East 61.00 feet,
North 52° 39' East 47.80 feet,
North 73° 34' East 180.36 feet,
Due East 49.00 feet,
North 45° 35' East 70.01 feet,
North 75° 58' East 185.54 feet to a point in the boundary line between the lands of Island Creek Fuel and Transportation Company and the subject owner at Valuation Station 110/40; thence, leaving the ordinary high water line and with the lands of said Island Creek Fuel and Transportation Company,

South 06° 38' East 43.29 feet to a point on the said 524 foot contour; thence, leaving the lands of said Island Creek Fuel and Transportation Company and downstream following generally the meanders of the said 524 foot contour and severing the lands of the subject owner, as follows:

South 73° 39' West 78.16 feet,
South 60° 34' West 160.75 feet,
South 79° 09' West 122.18 feet,
South 73° 01' West 301.14 feet,
South 71° 54' West 328.25 feet,
South 85° 43' West 80.22 feet,
South 70° 56' West 198.92 feet,

TRACT: A-114E-32
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 3.61

CONTINUED

South $75^{\circ} 12'$ West passing under the center of Sixth Street Bridge at approximately 521 feet, in all 896.73 feet,

South $73^{\circ} 50'$ West 765.24 feet,
South $65^{\circ} 47'$ West 304.81 feet,
South $83^{\circ} 17'$ West 85.59 feet to the place of beginning, containing a total of 3.61 acres, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from the Central Land Company of West Virginia to The Chesapeake and Ohio Railway Company, dated September 1, 1873 and recorded November 10, 1873 in Deed Book 17, Page 584; and a part of the same land as that described in a deed from Central Land Company of West Virginia to The Chesapeake and Ohio Railway Company, dated September 1, 1873 and recorded September 16, 1889 in Deed Book 32, Page 73 in the records of Cabell County, West Virginia.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

TRACT: A-114E-33
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 2.01

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the State of West Virginia, Cabell County, in the City of Huntington, on the left descending bank of the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 524 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the west right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said line being the boundary between the lands of the H. K. Porter Company and said point being located North 25° 28' West approximately 270 feet along said line extended from the main belt line at Valuation Station 73/34 as shown on Sheet VII/115.1 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said 524 foot contour and with the said west right-of-way line, and with the lands of said H. K. Porter Company,

North 25° 28' West 23.26 feet to a point in the ordinary high water line of the Ohio River (Elev. 516.0); thence, leaving the said west right-of-way line and the lands of said H. K. Porter Company and upstream with the meanders of the said ordinary high water line, as follows:

North 72° 30' East 232.77 feet,
 North 68° 14' East 256.26 feet,
 North 62° 39' East 251.20 feet,
 North 73° 08' East 196.43 feet,
 North 61° 39' East 259.06 feet,
 North 64° 09' East 607.81 feet,
 Due East 67.00 feet,
 North 54° 04' East 85.21 feet,
 North 75° 01' East 162.52 feet,
 North 71° 13' East 102.46 feet,
 North 67° 34' East 254.23 feet,
 North 62° 23' East 340.83 feet,
 North 85° 48' East 68.18 feet,
 North 66° 48' East 456.95 feet to a point in the east boundary line of the subject owner's right-of-way, said line being the boundary line between the lands of the American Car and Foundry Company and the subject owner, thence, leaving the said ordinary high water line and with the said east right-of-way line and with the lands of the said American Car and Foundry Company,

South 17° 45' East 26.25 feet to a point on the said 524 foot contour; thence, leaving the said east right-of-way line and the lands of the said American Car and Foundry Company and downstream following generally the meanders of the said 524 foot contour and severing the lands of the subject owner, as follows:

South 69° 08' West 126.29 feet,
 South 35° 45' West 30.81 feet,
 South 63° 26' West 212.43 feet,
 South 73° 55' West 108.24 feet,
 South 81° 23' West 66.75 feet,
 South 69° 11' West 151.92 feet,
 South 65° 52' West 295.87 feet,
 South 61° 59' West 123.47 feet,
 South 76° 33' West 141.89 feet,
 South 67° 36' West 160.08 feet,
 South 31° 29' West 57.45 feet,
 North 75° 45' West 65.00 feet,
 South 65° 57' West 429.26 feet,

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TRACT: A-114E-33
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 2.01

CONTINUED

South 59° 30' West 234.44 feet,
South 62° 40' West 198.13 feet,
South 81° 34' West 54.59 feet,
South 72° 40' West 181.23 feet,
South 63° 09' West 183.81 feet,
South 67° 49' West 328.32 feet,
South 70° 49' West 219.16 feet to the place of beginning, containing
a total of 2.01 acre, more or less. The bearings used herein are referenced
to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code
Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described
in a deed from the Central Land Company of West Virginia to The Chesapeake
and Ohio Railway Company, dated September 1, 1873 and recorded November 10,
1873 in Deed Book 17, Page 584; and further recorded on August 16, 1889 in
Deed Book 32, Page 73 in the records of Cabell County, West Virginia.

Eugene G. Gomolka
Project Manager
12-2-58

TRACT: A-114E-34
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 0.08

PROJECT: Greenup Locks & Dam,
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the State of West Virginia, Cabell County, in the City of Huntington, on the left descending bank of the Guyandot River, a tributary of the Ohio River, being approximately 0.7 miles upstream from the confluence of the Ohio River and the Guyandot River, and more particularly bounded and described as follows:

Beginning at the intersection of the 525 foot contour, above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the south right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being located South 45° 00' East approximately 558 feet along the said south right-of-way line from the flood wall at Valuation Station 3906/13.9, as shown on Sheet VII/113 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916, and said point being located North 45° 00' West approximately 50 feet along the said south right-of-way line from the approximate normal water surface of the Guyandot River (Elev. 506.5); thence, leaving the said south right-of-way line of the subject owner and downstream following generally the meanders of the 525 foot contour and severing the lands of the subject owner, as follows:

North 03° 04' East 149.21 feet,

North 02° 04' East 111.07 feet to a point in the north right-of-way line of the subject owner; thence, leaving the said 525 foot contour and with the said north right-of-way line,

South 60° 57' East 20.59 feet to a point on the ordinary high water line of the Guyandot River (Elev. 517); thence, leaving the said north right-of-way line and upstream with the meanders of the said ordinary high water line, as follows:

South 05° 17' West 162.69 feet,

South 02° 55' West 98.13 feet to a point in the said south right-of-way line; thence, leaving the said ordinary high water line and with the said south right-of-way line,

North 45° 00' West 14.14 feet to the place of beginning, containing a total of 0.08 acre, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from the Central Land Company of West Virginia to The Chesapeake and Ohio Railway Company, dated September 1, 1873 and recorded November 10, 1873 in Deed Book 17, Page 584; and recorded further on August 16, 1889 in Deed Book 32, Page 73 in the records of Cabell County, West Virginia.

Eugene G. Gomolka
 Project Manager
 12-2-58

TRACT: A-114E-35
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 0.06

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the State of West Virginia, Cabell County, in the City of Huntington, on the right descending bank of the Guyandot River, a tributary of the Ohio River, being approximately 0.7 miles upstream from the confluence of the Ohio River and the Guyandot River, and more particularly bounded and described as follows:

Beginning at the intersection of the 525 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the north right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being located South $51^{\circ} 20'$ East approximately 39 feet along said north right-of-way line from the approximate normal water surface of the Guyandot River (Elev. 506.5), and said point being located North $51^{\circ} 20'$ West approximately 85 feet along said north right-of-way line from Valuation Station 3897/12.7 as shown on Sheet VII/113 of subject owner's Right-of-Way and Track Map, dated December 10, 1944; thence leaving the said north right-of-way line and upstream following generally the meanders of the said 525 foot contour and severing the lands of the subject owner,

Due South 127.00 feet to a point on the south right-of-way line; thence, leaving the said 525 foot contour and with the said south right-of-way line,

North $51^{\circ} 20'$ West 25.61 feet to a point on the ordinary high water line of the Guyandot River (Elev. 517); thence, leaving the said south right-of-way line and downstream with the said ordinary high water line,

Due North 127.00 feet to a point on the said north right-of-way line; thence, leaving the said ordinary high water line and with the said north right-of-way line,

South $51^{\circ} 20'$ East 25.61 feet to the place of beginning, containing a total of 0.06 acre, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from Tarlton W. Everett to The Chesapeake and Ohio Railway Company, dated October 9, 1869 and recorded April 12, 1870 in Deed Book 16, Page 436; and a part of the same land as that described in a deed from L. T. Moore, et al to The Chesapeake and Ohio Railway Company, dated June 15, 1871 and recorded October 5, 1871 in Deed Book 17, Page 213; and a part of the same land as that described in a deed from L. T. Moore, et al to The Chesapeake and Ohio Railway Company dated June 17, 1871 and recorded October 5, 1871 in Deed Book 17, Page 212; and a part of the same land as that condemned and recorded on December 16, 1872 in L & C.O.B. 1863/73 Page 506 in the records of Cabell County, West Virginia.

Eugene G. Gomolka
 Project Manager, ASC
 12-2-58

TRACT: A-114E-36
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 0.78

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the State of West Virginia, Cabell County, on the right descending bank of the Guyandot River, a tributary of the Ohio River, being approximately 5.7 miles upstream from the confluence of the Ohio River and the Guyandot River, and more particularly bounded and described as follows:

Beginning at the intersection of the 525 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the line between the lands of Carroll H. Collins and The Chesapeake and Ohio Railway Company, the subject owner, said point being located South 03° 01' East approximately 275 feet along said line extended from the center track at Valuation Station 3666/94 as shown on Sheet V11/108 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the lands of said Collins and upstream following generally the meanders of the said 525 foot contour and severing the lands of the subject owner, as follows:

North 82° 16' East 81.74 feet,
 North 89° 13' East 147.01 feet,
 North 80° 55' East 126.59 feet,
 North 89° 37' East 152.00 feet,
 South 87° 05' East 118.15 feet,
 North 80° 32' East 72.99 feet,
 North 45° 48' East 50.21 feet,
 South 06° 29' East 44.28 feet,
 South 82° 00' East 64.63 feet,
 North 88° 18' East 303.13 feet,
 North 52° 26' East 16.40 feet,
 South 57° 39' East 35.51 feet,
 North 85° 46' East 257.70 feet,
 North 79° 31' East 109.84 feet,
 North 22° 37' East 26.00 feet to a point in the boundary line between the lands of Ulysses and Shirley Swanson and the subject owner at Valuation Station 3650/83; thence, leaving the said 525 foot contour and with the lands of said Swanson,

Due South 45.00 feet to a point on the ordinary high water line of the Guyandot River (Elev. 517); thence, leaving the lands of said Swanson, and downstream with the said ordinary high water line, as follows:

South 84° 03' West 193.04 feet,
 South 85° 48' West 68.18 feet,
 South 83° 13' West 101.71 feet,
 North 87° 02' West 154.21 feet,
 South 88° 02' West 145.09 feet,
 South 89° 35' West 140.00 feet,
 North 07° 36' West 15.13 feet,
 South 52° 07' West 22.80 feet,
 North 88° 47' West 235.05 feet,
 South 86° 36' West 84.15 feet,
 South 82° 04' West 166.60 feet,
 North 86° 38' West 136.24 feet,
 South 82° 52' West 80.62 feet to a point in the boundary line between the lands of said Collins and the subject owner; thence, leaving the said ordinary high water line and with the lands of said Collins,

North 03° 01' West 19.03 feet to the place of beginning, containing

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TRACT: A-114E-36
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.78

CONTINUED

a total of 0.78 acre, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from S. A. Childers, et ux to The Chesapeake and Ohio Railway Company, dated May 11, 1871 and recorded June 1, 1871 in Deed Book 17, Page 145 in the records of Cabell County, West Virginia.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

(Page 2)

TRACT: A-114E-37
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 0.30

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the State of West Virginia, Cabell County, on the right descending bank of the Guyandot River, a tributary of the Ohio River, approximately 6.2 miles upstream from the confluence of the Ohio River and the Guyandot River, and more particularly bounded and described as follows:

Beginning at the intersection of the 525 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the line between the lands of Ulysses and Shirley Swanson and The Chesapeake and Ohio Railway Company, the subject owner, said point being located South $03^{\circ} 22'$ West approximately 255 feet along said line extended from the center track at Valuation Station 3638/93 as shown on Sheet Vll/107 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the lands of said Swanson and upstream following generally the meanders of the said 525 foot contour and severing the lands of the subject owner, as follows:

South $71^{\circ} 22'$ East 178.35 feet,
 South $62^{\circ} 14'$ East 64.41 feet,
 North $85^{\circ} 14'$ East 24.08 feet,
 South $32^{\circ} 28'$ East 26.08 feet,
 South $59^{\circ} 32'$ East 138.06 feet,
 South $53^{\circ} 21'$ East 107.20 feet,
 North $84^{\circ} 03'$ East 48.26 feet,
 South $34^{\circ} 09'$ West 33.84 feet,
 South $35^{\circ} 15'$ East 71.03 feet to a point in the boundary line between the lands of H. W. and Bessie Mae Weser and the subject owner at Valuation Station 3630/93; thence, leaving the said 525 foot contour and with the lands of said Weser,

South $39^{\circ} 43'$ West 7.81 feet to a point on the ordinary high water line of the Guyandot River (Elev. 517); thence, leaving the lands of said Weser and downstream with the said ordinary high water line, as follows:

North $48^{\circ} 21'$ West 194.08 feet,
 North $63^{\circ} 26'$ West 122.98 feet,
 North $55^{\circ} 59'$ West 48.26 feet,
 North $63^{\circ} 39'$ West 117.17 feet,
 North $70^{\circ} 26'$ West 143.28 feet to a point on the line of the lands of said Swanson at Valuation Station 3638/93; thence, leaving the said ordinary high water line and with the lands of said Swanson,

North $03^{\circ} 22'$ East 17.03 feet to the place of beginning, containing 0.30 acre, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from R. B. Allan, et ux to The Chesapeake and Ohio Railway Company, dated April 14, 1870 and recorded April 15, 1870 in Deed Book 16, Page 442 in the records of Cabell County, West Virginia.

Eugene G. Gomolka
 Project Manager, ASC
 12-2-58

TRACT: A-114E-38
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 0.51

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the State of West Virginia, Cabell County, on the right descending bank of the Guyandot River, a tributary of the Ohio River, being approximately 6.8 miles from the confluence of the Ohio River and the Guyandot River, and more particularly bounded and described as follows:

Beginning at the intersection of the 525 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the line between the lands of Installation Service and Sales, Incorporated, and The Chesapeake and Ohio Railway Company, the subject owner, said point being located South $51^{\circ} 21'$ East approximately 218 feet from the center track along said line extended at Valuation Station 3606/40 as shown on Sheet VII/107 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the lands of said Installation Service and Sales, Incorporated, and upstream following generally the meanders of the said 525 foot contour and severing the lands of the subject owner, as follows:

South $30^{\circ} 21'$ East 237.54 feet,
 South $35^{\circ} 06'$ East 226.11 feet,
 South $28^{\circ} 54'$ East 175.90 feet,
 South $23^{\circ} 24'$ East 420.58 feet,
 South $19^{\circ} 59'$ East 152.16 feet to a point on the line of the lands of

J. H. and Inez Haner at Valuation Station 3594/55; thence, leaving the said 525 foot contour and with the lands of said Haner,

South $49^{\circ} 46'$ West 34.06 feet to a point on the ordinary high water line of the Guyandot River (Elev. 517); thence, leaving the lands of said Haner and downstream with the said ordinary high water line, as follows:

North $19^{\circ} 30'$ West 323.56 feet,
 North $22^{\circ} 56'$ West 282.31 feet,
 North $26^{\circ} 03'$ West 100.18 feet,
 North $34^{\circ} 29'$ West 279.04 feet,
 North $30^{\circ} 14'$ West 233.94 feet to a point on the line of the lands of

said Installation Service and Sales, Incorporated at Valuation Station 3606/40; thence, leaving the said ordinary high water line and with the lands of said Installation Service and Sales, Incorporated,

North $51^{\circ} 21'$ East 12.81 feet to the place of beginning, containing 0.51 acre, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from Frances Allen, et al. to The Chesapeake and Ohio Railway Company, dated April 14, 1870 and recorded April 15, 1870 in Deed Book 16, Page 442 in the records of Cabell County, West Virginia.

Eugene G. Gomolka
 Project Manager, ASC
 12-2-58

TRACT: A-114E-39
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.37

BOOK 355 PAGE 417

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the State of West Virginia, Cabell County, in the Town of Barboursville, on Mud River, near the confluence of Mud River and the Guyandot River, and more particularly bounded and described as follows:

Beginning at the intersection of the 525 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the east right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point also being on the left descending bank of Mud River and said point being located North $67^{\circ} 50'$ East approximately 50 feet, North $22^{\circ} 10'$ West approximately 185 feet from the center track at Valuation Station 3584/19 as shown on Sheet V11/106 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said east right-of-way line and downstream with the said left descending bank and following generally the meanders of the said 525 foot contour and severing the lands of the subject owner,

South $60^{\circ} 42'$ West 102.44 feet to a point on the west right-of-way line, said point being on the boundary line between the lands of the State Road Commission of West Virginia and the subject owner; thence, leaving the said 525 foot contour and the said left descending bank, and with the said west right-of-way line and the lands of the said State Road Commission,

North $22^{\circ} 10'$ West 46.00 feet to a point in the center of Mud River; thence, downstream with the center of said Mud River and continuing with the lands of said State Road Commission and the said west right-of-way line,

South $73^{\circ} 49'$ West 75.00 feet to a point in the center of said Mud River, said point being a corner common to the lands of J. H. Haner and Inez Haner, said State Road Commission and the subject owner; thence, leaving the center of said Mud River and the lands of said State Road Commission and with the lands of said Haner and continuing with the said west right-of-way line,

North $15^{\circ} 06'$ West 50.82 feet to a point on the said 525 foot contour, said point being on the right descending bank of said Mud River; thence, leaving the said west right-of-way line and continuing with the lands of said Haner and upstream with the said right descending bank, and following generally the meanders of the said 525 foot contour and severing the lands of the subject owner, as follows:

North $60^{\circ} 16'$ East 118.00 feet,

North $46^{\circ} 17'$ East 57.00 feet to a point on the said east right-of-way line, said point being on the boundary line between the lands of said Haner and the subject owner; thence, leaving the said right descending bank, said 525 foot contour and with the said east right-of-way line and the lands of said Haner,

South $22^{\circ} 10'$ East passing the center of said Mud River at approximately 80 feet, in all 128 feet to the place of beginning, containing a total of 0.37 acre, more or less, of which 0.23 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

TRACT: A-114E-39
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.37

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(CONTINUED)

The above described tract is a part of the same land as that described in a deed of condemnation from Nancy Barrett, et al. to The Chesapeake and Ohio Railway Company, dated November 30, 1871 and recorded November 30, 1871 in Deed Book 73, Page 413; and a part of the same land as that described in a deed from Frank Barnett, et al. to The Chesapeake and Ohio Railway Company, dated April 5, 1929 and recorded April 9, 1929 in Deed Book 257, Page 188 in the records of Cabell County, West Virginia.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

(Page 2)

TRACT: A-114E-40
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 0.02

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the State of West Virginia, Cabell County, in the Town of Barboursville, on the right descending bank of the Guyandot River, being approximately 7.2 miles from the confluence of the Guyandot River and the Ohio River, and more particularly bounded and described as follows:

Beginning at the intersection of the 525 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the south right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being located South $52^{\circ} 07'$ West approximately 198 feet, South $01^{\circ} 06'$ West approximately 20 feet, South $52^{\circ} 07'$ West approximately 159 feet from the center track at Valuation Station 3584/29 as shown on Sheet VII/106 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said 525 foot contour and with the said south right-of-way line,

South $52^{\circ} 07'$ West 11.40 feet to a point on the ordinary high water line of the Guyandot River (Elev. 517); thence, leaving the said south right-of-way line and downstream with the said ordinary high water line,

Due North 108.00 feet to a point on the boundary line between the lands of the State Road Commission of West Virginia and the subject owner, said point being on the north right-of-way line; thence, leaving the said ordinary high water line and with the lands of said State Road Commission and the said north right-of-way line,

North $74^{\circ} 45'$ East 11.40 feet to a point in the said 525 foot contour; thence, leaving the said north right-of-way line and the lands of said State Road Commission, and upstream following generally the meanders of the said 525 foot contour and severing the lands of the subject owner,

South $01^{\circ} 06'$ West 104.02 feet to the place of beginning, containing 0.02 acre, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from J. C. Thacker, et ux to The Chesapeake and Ohio Railway Company, dated January 26, 1914 and recorded March 12, 1914 in Deed Book 133, Page 25; and a part of the same land as that described in a deed from Virginia Baumgardner, et al. to The Chesapeake and Ohio Railway Company, dated January 6, 1926 and recorded February 8, 1926 in Deed Book 234, Page 285 in the records of Cabell County, West Virginia.

Eugene G. Gomolka
 Project Manager, ASC
 12-2-58

TRACT: A-114E-41
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.12

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the State of West Virginia, Cabell County, in the Town of Barboursville, on an unnamed drain, being a tributary of Mud River, and more particularly bounded and described as follows:

Beginning at the intersection of the 525 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the north right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being in the boundary line between the lands of the State Road Commission of West Virginia and the subject owner on the left descending bank of said drain, said point being located North $67^{\circ} 50'$ East approximately 110 feet, South $22^{\circ} 10'$ East approximately 17 feet, North $79^{\circ} 10'$ East approximately 130 feet, North $85^{\circ} 50'$ East approximately 172 feet, South $87^{\circ} 15'$ East approximately 180 feet, South $79^{\circ} 35'$ East approximately 194 feet, South $73^{\circ} 20'$ East approximately 170 feet along the said north right-of-way line from the center track at Valuation Station 3584/19 as shown on Sheet VII/106 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said 525 foot contour and the left descending bank of said drain and with the said north right-of-way line and with the lands of said State Road Commission,

South $68^{\circ} 18'$ East, crossing the center of said drain at approximately 18 feet, in all 26.93 feet to a point on the said 525 foot contour, said point being on the right descending bank of said drain; thence, leaving the said north right-of-way line and the lands of said State Road Commission and upstream with the said right descending bank and following generally the meanders of the said 525 foot contour and severing the lands of the subject owner, as follows:

South $42^{\circ} 22'$ West 77.16 feet,
South $45^{\circ} 00'$ East 33.94 feet,
South $49^{\circ} 36'$ West 123.43 feet,
South $82^{\circ} 52'$ West 48.37 feet to a point in the center of said drain; thence, downstream with the left descending bank and continuing with the said 525 foot contour, as follows:

North $29^{\circ} 03'$ East 20.59 feet,
North $73^{\circ} 18'$ East 31.32 feet,
North $55^{\circ} 29'$ East 97.08 feet,
North $33^{\circ} 41'$ West 36.06 feet,
North $14^{\circ} 19'$ East 48.51 feet,
North $61^{\circ} 23'$ East 37.59 feet to the place of beginning, containing 0.12 acre, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from Mary A. and Belle Dirton to The Chesapeake and Ohio Railway Company, dated September 28, 1932 and recorded February 3, 1933 in Deed Book 276, Page 343 in the records of Cabell County, West Virginia.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

TRACT: A-114E-42

OWNER: The Chesapeake and Ohio
Railway CompanyPROJECT: Greenup Locks & Dam
Ohio River

ACRES: 1.06

LEGAL DESCRIPTION

A certain tract of land situate in the State of West Virginia, Cabell County, in the Town of Barboursville, on the left descending bank of Mud River, a tributary of the Guyandot River, and more particularly bounded and described as follows:

Beginning at the intersection of the 525 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the west right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being located North $10^{\circ} 47'$ West approximately 202 feet along said line from the center track, crossing U.S. Route No. 60 at approximately 85 feet, at Valuation Station 3538/00 as shown on Sheet VII/106 of the subject owners Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said 525 foot contour and with the said west right-of-way line,

North $10^{\circ} 47'$ West 42.76 feet to a point in the center of Mud River, said point being on the north right-of-way line; thence, upstream with the said north right-of-way line and with the center of said Mud River, as follows:

North $84^{\circ} 35'$ East 635.84 feet,

North $77^{\circ} 52'$ East 109.44 feet,

North $87^{\circ} 33'$ East 210.19 feet to a point in the center of said river; thence, leaving the center of said river and with the east right-of-way line,

South $35^{\circ} 32'$ East 51.61 feet to a point on the said 525 foot contour; thence, leaving the said east right-of-way line and downstream following generally the meanders of the said 525 foot contour and severing the lands of the subject owner, as follows:

South $84^{\circ} 49'$ West 276.13 feet,

North $56^{\circ} 19'$ West 18.03 feet,

South $76^{\circ} 44'$ West 143.84 feet,

South $84^{\circ} 43'$ West 184.78 feet,

South $86^{\circ} 48'$ West 204.55 feet,

South $79^{\circ} 07'$ West 105.91 feet,

North $80^{\circ} 55'$ West 50.64 feet to the place of beginning containing 1.06 acres, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract of land is a part of the same land as that described in a deed from D. A. McConkey to The Chesapeake and Ohio Railway Company, dated June 3, 1925 and recorded in the records of Cabell County, West Virginia.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

TRACT: A-114E-43

OWNER: The Chesapeake and Ohio
Railway CompanyPROJECT: Greenup Locks & Dam
Ohio River

ACRES: 1.14

LEGAL DESCRIPTION

A certain tract of land situate in the State of West Virginia, Cabell County, in the Town of Barboursville, on the left descending bank of the Mud River, a tributary of the Guyandot River, and more particularly bounded and described as follows:

Beginning at the intersection of the 525 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, and the west right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being located North 28° 27' East approximately 425 feet along said line from the center track, crossing U. S. Route No. 60 at approximately 140 feet, at Valuation Station 3526/07 as shown on Sheet VII/105 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said 525 foot contour and with the said west right-of-way line,

North 28° 27' East 27.29 feet to a point in the center of Mud River, said point being in the north right-of-way line; thence, upstream with the center of said Mud River and the north right-of-way line, as follows:

South 40° 14' East 153.26 feet,

South 56° 19' East 234.36 feet,

South 78° 41' East 300.84 feet,

South 70° 35' East 222.66 feet,

North 86° 41' East 310.52 feet to a point in the center of said Mud River at Valuation Station 3513/66; thence, leaving the center of said Mud River and the said north right-of-way line and continuing with the east right-of-way line,

South 12° 32' West 46.10 feet to a point on the said 525 foot contour; thence, leaving the said east right-of-way line and downstream following generally the meanders of the said 525 foot contour and severing the lands of the subject owner, as follows:

South 87° 44' West 152.12 feet,

North 89° 40' West 170.00 feet,

North 65° 33' West 36.25 feet,

North 80° 32' West 60.83 feet,

North 66° 58' West 43.46 feet,

North 74° 52' West 176.11 feet,

North 79° 01' West 168.07 feet,

North 66° 12' West 74.32 feet,

North 58° 31' West 151.27 feet,

North 44° 36' West 102.53 feet,

North 31° 39' West 101.02 feet to the place of beginning, containing 1.14 acres, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from Margaret Hodge to The Chesapeake and Ohio Railway Company, dated April 13, 1870 and recorded April 13, 1870 in Deed Book 16, Page 433; and a part of the same land as that described in a deed from D. A. McConkey to The Chesapeake and Ohio Railway Company, dated June 3, 1925 and recorded in the records of Cabell County, West Virginia.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

TRACT: A-114E-45
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.05

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, on Ice Dam Creek, a tributary of the Big Sandy River, and more particularly bounded and described as follows:

Beginning at the intersection of the 522 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the east right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being on the boundary line between the lands of Augusta McKee and the subject owner, said point also being on the left descending bank of Ice Dam Creek, said point being located North 82° $30'$ East approximately 80 feet, South 07° $30'$ East approximately 62 feet from a point at the center of the easterly most track at Valuation Station 42/16 as shown on Sheet V32/SLA of the subject owner's Right-of-Way and Track Map, dated April 19, 1938; thence, leaving the said left descending bank, said 522 foot contour and with the said east right-of-way line and the lands of said McKee,

South 07° $30'$ East 36.08 feet to a point on the right descending bank of said Creek, said point also being on the said 522 foot contour; thence, leaving the said east right-of-way line and the lands of said McKee and upstream with the said right descending bank, and following generally the meanders of the said 522 foot contour and severing the lands of the subject owner,

North 66° $45'$ West 18.51 feet to a point on the east embankment of the subject owner's tracks, said point being located 7 feet south of the center line of a culvert supporting the subject owner's tracks over said Creek, said center line being located at Valuation Station 43/16; thence, leaving the said right descending bank, said 522 foot contour and the said east embankment and parallel with the center line,

South 79° $00'$ West 127.00 feet to a point on the west embankment of the subject owner's tracks; thence, leaving the said parallel line and crossing the end of said culvert and said Ice Dam Creek,

North 11° $00'$ West 14.00 feet to a point on the said west embankment of the subject owner's tracks, said point being located 7 feet north of the center of said culvert, said center line being located at Valuation Station 43/16; thence, leaving the said west embankment and parallel with the said center line,

North 79° $00'$ East 127.00 feet to a point on the said east embankment, said 522 foot contour and the said left descending bank; thence, leaving the said parallel line and downstream with the said left descending bank and with the said 522 foot contour,

North 45° $28'$ East 21.00 feet to the place of beginning, containing 0.05 acre, more or less. The bearings used herein are referenced to the Kentucky State Coordinate System, North Zone.

The above described tract is a part of the same land as that described in a deed from W. O. Winston, et ux to The Chesapeake and Ohio Railway Company, dated May 1, 1905 and recorded May 3, 1905 in Deed Book 41, Page 310; and a part of the same land as that described in a deed from W. O. Winston, et ux to The Chesapeake and Ohio Railway Company, dated July 11, 1917 and recorded July 17, 1917 in Deed Book 65, Page 574 in the records of Boyd County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

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BOOK -

TRACT: A-114E-46
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 0.05

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, on Peterman Creek, a tributary of the Big Sandy River, and more particularly bounded and described as follows:

Beginning at the intersection of the 522 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the west right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being on the boundary line between the lands of the City of Catlettsburg and the subject owner, said point also being on the right descending bank of Peterman Creek, said point being located North 82° 00' East approximately 80 feet, North 08° 00' West approximately 39 feet from a point at the center of the easterly most track at Valuation Station 49/35 as shown on Sheet V32/S1A of the subject owner's Right-of-Way and Track Map, dated April 19, 1938; thence, leaving the said east right-of-way line and the lands of said City of Catlettsburg and upstream with the said right descending bank and following generally the meanders of the said 522 foot contour and severing the lands of the subject owner,

North 88° 18' West 41.54 feet to a point on the east embankment of the subject owner's tracks, said point being located 7 feet south of the center line of a culvert supporting the subject owner's tracks over said Creek, said center line being located at Valuation Station 48/92.5; thence, leaving the said right descending bank, said east embankment and the said 522 foot contour and parallel with the said center line,

South 86° 00' West 113.00 feet to a point on the west embankment of the subject owner's tracks; thence, leaving the said parallel line and crossing the end of said culvert and the center of said Creek,

North 04° 00' West 14.00 feet to a point located 7 feet north of the center line of said culvert, said center line being located at Valuation Station 48/92.5; thence, leaving the said west embankment and parallel with the said center line,

North 86° 00' East 113.00 feet to a point on the said east embankment, said 522 foot contour and said point also being on the left descending bank of said Creek; thence, leaving the said parallel line and the said east embankment and downstream with the said left descending bank and the 522 foot contour,

North 79° 48' East 40.00 feet to a point on the east right-of-way line, said point being on the boundary line between the lands of the said City of Catlettsburg; thence, leaving the said left descending bank and the said 522 foot contour and with the lands of said City of Catlettsburg and the said east right-of-way line,

South 08° 00' East 22.50 feet to the place of beginning, containing 0.05 acre, more or less. The bearings used herein are referenced to the Kentucky State Coordinate System, North Zone.

The above described tract is a part of the same land as that described in a deed from H. S. Coldiron, et al. to The Chesapeake and Ohio Railway Company, dated May 8, 1911 and recorded May 19, 1911 in Deed Book 52, Page 498; and a part of the same land as that described in a deed from Eliza Puckett, et al. to L. and B. S. Railway, dated August 13, 1903 and recorded August 13, 1903 in Deed Book 37, Page 99; and a part of the same land as

TRACT: A-114E-46
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.05

(CONTINUED)

that described in a deed from Peter Hicks, et ux to L. and B. S. Railway,
dated August 13, 1903 and recorded August 13, 1903 in Deed Book 37, Page 94
in the records of Boyd County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

(Page 2)

TRACT: A-114E-47
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.07

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, on the left descending bank of the Big Sandy River, a tributary of the Ohio River, being approximately 1.7 miles upstream from the confluence of the Ohio River and the Big Sandy River, and more particularly bounded and described as follows:

Beginning at the intersection of the 522 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the line between the lands of an unknown owner and The Chesapeake and Ohio Railway Company, the subject owner, said point being located North $86^{\circ} 25'$ West approximately 148 feet along said line extended from a point at the center of the easterly most track at Valuation Station 56/17 as shown on Sheet V32/S1B of the subject owner's Right-of-Way and Track Map, dated April 19, 1938; thence, leaving the lands of said unknown owner and downstream following generally the meanders of the said 522 foot contour and severing the lands of the subject owner, as follows:

North $00^{\circ} 22'$ West 158.00 feet,

North $18^{\circ} 26'$ East 31.62 feet to a point on the east right-of-way line of the subject owner; thence, leaving the said 522 foot contour and with the said east right-of-way line,

South $06^{\circ} 04'$ East 113.64 feet to a point on the ordinary high water line of the Big Sandy River (Elev. 512.8); thence, leaving the said east right-of-way line and upstream with the said ordinary high water line,

South $03^{\circ} 52'$ West 74.17 feet to a point on the line of the lands of said unknown owner at Valuation Station 56/17; thence, leaving the said ordinary high water line and with the lands of said unknown owner,

South $86^{\circ} 25'$ West 16.03 feet to the place of beginning, containing a total of 0.07 acre, more or less, of which 0.02 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Kentucky State Coordinate System, North Zone.

The above described tract is a part of the same land as that described in a deed from Lee Bentley, et ux to The Chesapeake and Ohio Railway Company, dated April 2, 1917 and recorded April 2, 1917 in Deed Book 68, Page 190; and a part of the same land as that described in a deed from Nannie Blankenship, et al. to The Chesapeake and Ohio Railway Company, dated April 2, 1917 and recorded April 2, 1917 in Deed Book 68, Page 188 in the records of Boyd County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

TRACT: A-114E-48
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 0.12

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, on the left descending bank of the Big Sandy River, a tributary of the Ohio River, being approximately 1.8 miles from the confluence of the Ohio River and the Big Sandy River, and more particularly bounded and described as follows:

Beginning at the intersection of the 522 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the line between the lands of Nina Compston Pack, et vir and The Chesapeake and Ohio Railway Company, the subject owner, said point being located North $81^{\circ} 52'$ East approximately 130 feet along said line extended from a point at the center of the easterly most track at Valuation Station 58/11 as shown on Sheet V32/S1B on the subject owner's Right-of-Way and Track Map, dated April 19, 1938; thence, leaving the lands of said Pack and downstream following generally the meanders of the said 522 foot contour and severing the lands of the subject owner, as follows:

North $06^{\circ} 29'$ East 88.57 feet,

North $24^{\circ} 47'$ East 100.22 feet to a point on the line of the lands of an unknown owner at Valuation Station 56/63; thence, leaving the said 522 foot contour and with the lands of said unknown owner,

North $87^{\circ} 08'$ East 20.02 feet to a point on the ordinary high water line of the Big Sandy River (Elev. 512.8); thence, upstream with the said ordinary high water line, as follows:

South $22^{\circ} 08'$ West 63.69 feet,

South $06^{\circ} 24'$ West 116.73 feet to a point on the line of the lands of said Pack, et vir at Valuation Station 58/11; thence, leaving the said ordinary high water line and with the lands of said Pack, et vir,

South $81^{\circ} 52'$ West 35.36 feet to the place of beginning, containing a total of 0.12 acre, more or less, of which 0.03 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Kentucky State Coordinate System, North Zone.

The above described tract is a part of the same land as that described in a deed from L. C. Richards, et ux to The Chesapeake and Ohio Railway Company, dated February 19, 1917 and recorded March 31, 1917 in Deed Book 65, Page 332; and a part of the same land as that described in a deed from Colbert Lee, et ux to The Chesapeake and Ohio Railway Company, dated March 4, 1917 and recorded May 6, 1917 in Deed Book 68, Page 214 in the records of Boyd County, Kentucky.

Eugene G. Gomolka
 Project Manager, ASC
 12-2-58

TRACT: A-114E-49
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 0.34

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, on Chadwick Creek, a tributary of the Big Sandy River, and more particularly bounded and described as follows:

Beginning at the intersection of the 522 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the west right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being on the boundary line between the lands of Ossie Rigsby, et ux and the subject owner, said point being located North $00^{\circ} 55'$ East approximately 18 feet along said line from a corner common to the lands of said Rigsby, et ux and the subject owner, said corner being at Valuation Station 99/17 as shown on Sheet V32/S1B of the subject owner's Right-of-Way and Track Map, dated April 19, 1938; thence, leaving the said 522 foot contour and with the said west right-of-way line and the lands of said Rigsby, et ux,

North $00^{\circ} 55'$ East 180.00 feet to a point on the said 522 foot contour; thence, leaving the said west right-of-way line and the lands of said Rigsby, et ux, and following generally the meanders of the said 522 foot contour and severing the lands of the subject owner, as follows:

North $79^{\circ} 47'$ East 18.00 feet,

North $06^{\circ} 08'$ East 86.00 feet,

North $11^{\circ} 10'$ West 125.00 feet to a point on the said west right-of-way line, said point being on the boundary line between the lands of William Crider and the subject owner; thence, leaving the said 522 foot contour and with the said west right-of-way line and the lands of said Crider,

North $00^{\circ} 55'$ East 51.00 feet to a point on the said 522 foot contour; thence, leaving the said west right-of-way line and the lands of said Crider and downstream with the said 522 foot contour, as follows:

South $25^{\circ} 05'$ East 110.00 feet,

South $03^{\circ} 15'$ West 159.00 feet,

South $82^{\circ} 34'$ East 19.00 feet to a point on the west embankment of the subject owner's tracks, said point being located 12.00 feet north of the center line of a culvert supporting the subject owner's tracks over Chadwick Creek, said center line being located at Valuation Station 97/18; thence, leaving the said west embankment and the said 522 foot contour and parallel with the said center line,

South $86^{\circ} 05'$ East 125.00 feet to a point on the east embankment of the subject owner's tracks, said point being on the said 522 foot contour; thence, leaving the said east embankment and the said parallel line and continuing downstream with the said 522 foot contour,

North $58^{\circ} 48'$ East 50.00 feet to a point on the east right-of-way line, said point being on the boundary line between the lands of said Crider and the subject owner; thence, leaving the said 522 foot contour and with the said east right-of-way line and the lands of said Crider,

South $04^{\circ} 13'$ West, passing the center of said Creek at approximately 38 feet, said point being a corner common to the lands of Ashland Oil and Refining Company, said Crider and the subject owner; thence, leaving the center of said Creek and with the lands of said Ashland Oil and Refining Company, in all 77.00 feet to a point on the said 522 foot contour; thence, leaving the said east right-of-way line and the lands of said Ashland Oil and Refining Company and upstream following generally the meanders of the said 522 foot contour and severing the lands of the subject owner,

TRACT: A-114E-49
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 0.34

(CONTINUED)

North 55° 20' West 48.00 feet to a point on the said east embankment, said point being located 12.00 feet south of the center line of said culvert; thence, leaving the said east embankment and the said 522 foot contour and parallel with the said center line,

North 86° 05' West 125.00 feet to a point on the said west embankment, said point being on the said 522 foot contour; thence, leaving the said west embankment and the said parallel line and continuing upstream with the said 522 foot contour, as follows:

South 88° 05' West 29.00 feet,
 South 31° 30' West 33.00 feet,
 South 00° 10' East 119.28 feet,
 South 58° 10' West 18.00 feet to the place of beginning, containing a total of 0.34 acre, more or less, of which 0.23 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Kentucky State Coordinate System, North Zone.

The above described tract is a part of the same land as that described in a deed from J. C. Richardson, et al. to the O. and B.S.R.R., dated May 13, 1892 and recorded May 24, 1892 in Deed Book 21, Page 25; and a part of the same land as that described in a deed from J. C. Richardson, et ux to The Chesapeake and Ohio Railway Company, dated May 17, 1905 and recorded May 29, 1905 in Deed Book 41, Page 588; and a part of the same land as that described in a deed from John Alley, et ux to the Chattahoochee Railway Company, dated October 3, 1879 and recorded October 3, 1879 in Deed Book 8, Page 473; and a part of the same land as that described in a deed from Samantha E. Hutchinson, et vir to The Chesapeake and Ohio Railway Company, dated May 10, 1905 and recorded July 26, 1905 in Deed Book 39, Page 88; and a part of the same land as that described in a deed from Allie Crider, et vir to The Chesapeake and Ohio Railway Company, dated February 25, 1924 and recorded February 26, 1924 in Deed Book 98, Page 1; and a part of the same land as that described in a deed from Samantha E. Hutchinson to The Chesapeake and Ohio Railway Company, dated November 9, 1923 and recorded November 9, 1923 in Deed Book 95, Page 263 in the records of Boyd County, Kentucky.

Eugene G. Gomolka
 Project Manager, ASC
 12-2-58

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TRACT: A-114E-50
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 1.16

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, on Campbell Run and Coal Branch, tributaries of the Big Sandy River, and more particularly bounded and described as follows:

Beginning at a point on the west right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being on the boundary line between the lands of Curtis Taylor, et ux and the subject owner, and said point being on the west embankment of the subject owner's tracks, said point being located 7.00 feet north of the center line of a culvert supporting the subject owner's tracks over Campbell Run, and said point also being located South 00° 30' East approximately 80 feet along said line from a corner common to the lands of said Taylor, et ux and the subject owner, said point being at Valuation Station 187/56 as shown on Sheet V32/S2B of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said west right-of-way line and the lands of said Taylor, et ux and the said west embankment and parallel with the said center line,

North 89° 30' East 164.00 feet to a point on the east embankment of the subject owner's tracks, said point being on the 522 foot contour and the left descending bank of said Campbell Run; thence, leaving said parallel line and the said east embankment and downstream with the said left descending bank and following generally the meanders of the said 522 foot contour and severing the lands of the subject owner, as follows:

North 46° 00' East 50.00 feet,
 North 29° 30' East 159.00 feet to a point on the left descending bank of the Big Sandy River; thence, downstream with the said left descending bank and continuing with the said 522 foot contour, as follows:

North 02° 16' West 266.00 feet,
 North 06° 34' East 368.00 feet,
 North 24° 15' West 45.00 feet,
 North 15° 00' East 45.00 feet,
 North 02° 15' East 540.00 feet,
 North 14° 55' West 72.00 feet to a point in the center of Coal Branch, said point being on the boundary line between the lands of Ashland Oil and Refining Company and the subject owner; thence, leaving the said left descending bank and the said 522 foot contour and downstream with the center of said Coal Branch and the lands of said Ashland Oil and Refining Company,

North 77° 38' East 25.53 feet to a point on the ordinary high water line said Big Sandy River (Elev. 512.8); thence, leaving the center of said Coal Branch and the lands of said Ashland Oil and Refining Company and upstream with the said ordinary high water line, as follows:

South 12° 10' East 60.00 feet,
 South 00° 46' West 233.00 feet,
 South 13° 28' West 47.00 feet,
 South 09° 17' East 38.58 feet,
 South 01° 36' West 238.00 feet,
 South 21° 57' West 42.00 feet,
 South 30° 14' East 31.00 feet,
 South 01° 00' West 109.00 feet,
 South 10° 33' West 72.00 feet,
 South 06° 24' East 81.00 feet,
 South 01° 46' West 419.00 feet,
 South 18° 21' West 60.00 feet,

TRACT: A-114E-50
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 1.16

(CONTINUED)

South 26° 30' East 23.00 feet to a point in the center of said Campbell Run, said point being on the boundary line between the lands of L. Dow Kennard and the subject owner; thence, leaving the said ordinary high water line and upstream with the center of said Campbell Run and the lands of said Kennard,

South 59° 37' West 138.00 feet to a point on the east right-of-way line; thence, leaving the center of said Campbell Run and with the said east right-of-way line and continuing with the lands of said Kennard,

South 00° 30' East 12.00 feet to a point on the said 522 foot contour; thence, leaving the said east right-of-way line and the lands of said Kennard and upstream following generally the meanders of the said 522 foot contour and severing the lands of the subject owner,

South 89° 30' West 18.00 feet to a point on the said east embankment, said point being located 7.00 feet south of the center line of said culvert; thence, leaving the said east embankment and the said 522 foot contour and parallel with the said center line,

South 89° 30' West 164.00 feet to a point on the said west right-of-way line, said point being on the boundary line between the lands of Gulf Interstate Gas Company and the subject owner and on the said west embankment; thence, leaving said parallel line and said west embankment and with the said west right-of-way line and the lands of said Gulf Interstate Gas Company,

North 00° 30' West, passing a point in the center of said Campbell Run at 7.00 feet, said point being a corner common to the lands of said Taylor, et ux, said Gulf Interstate Gas Company and the subject owner; thence, leaving the center of said Campbell Run and the lands of said Gulf Interstate Gas Company and with the lands of said Taylor, et ux and continuing with the said west right-of-way line, in all 14.00 feet to the place of beginning, containing a total of 1.16 acres, more or less, of which 0.55 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Kentucky State Coordinate System, North Zone.

The above described tract is a part of the same land as that described in a deed from John Alley, et ux to the Chattahoochee Railway, dated October 3, 1879 and recorded October 3, 1879 in Deed Book 8, Page 43; and a part of the same land as that described in a deed from Anna B. Faulkner, et vir to The Chesapeake and Ohio Railway Company, dated May 22, 1905 and recorded July 11, 1905 in Deed Book 39, Page 50; and a part of the same land as that described in a deed from Anna B. Faulkner to The Chesapeake and Ohio Railway Company, dated June 19, 1924 and recorded July 1, 1924 in Deed Book 99, Page 134; and a part of the same land as that described in a deed from Georgia Parson, et vir to The Chesapeake and Ohio Railway Company, dated October 24, 1950 and recorded October 31, 1950 in Deed Book 265, Page 451; and a part of the same land as that described in a deed from Curtis Taylor, et ux to The Chesapeake and Ohio Railway Company, dated February 6, 1951 and recorded February 13, 1951 in Miscellaneous Book 60, Page 25 in the records of Boyd County, Kentucky.

Eugene G. Gomolka
 Project Manager, ASC
 12-2-58

(Page 2)

TRACT: A-114E-51
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 1.01

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, on Savage Branch, a tributary of the Big Sandy River, and more particularly bounded and described as follows:

Beginning at the intersection of the 522 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the line between the lands of W. H. Bryant and The Chesapeake and Ohio Railway Company, the subject owner, said point being located North $50^{\circ} 17'$ East approximately 48 feet from a corner common to the lands of said Bryant and the subject owner, said corner being at Valuation Station 243/50 as shown on Sheet V32/3 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the lands of said Bryant and downstream following generally the meanders of the said 522 foot contour and severing the lands of the subject owner, as follows:

North $44^{\circ} 00'$ West 177.00 feet,

North $43^{\circ} 10'$ West 248.00 feet,

North $33^{\circ} 31'$ West 114.00 feet,

North $46^{\circ} 53'$ West 113.00 feet to a point on the east embankment of the subject owner's tracks, said point being located 6.00 feet south of the center line of a culvert supporting the subject owner's tracks over Savage Branch, said center line being located at Valuation Station 236/93; thence, leaving the said east embankment and the said 522 foot contour and parallel with the said center line,

South $51^{\circ} 43'$ West 113.00 feet; thence, on a line 6.00 feet south and parallel with the center line of an angular extension of said culvert,

South $21^{\circ} 24'$ West 38.00 feet to a point on the west embankment of the subject owner's tracks, said point being on the said 522 foot contour and the right descending bank of said Savage Branch; thence, leaving the said parallel line and the said west embankment and upstream with the said right descending bank and continuing with the said 522 foot contour,

South $17^{\circ} 40'$ East 158.00 feet to a point on the west right-of-way line, said point being on the boundary line between the lands of said Bryant and the subject owner; thence, leaving the said 522 foot contour and the said right descending bank and with the said west right-of-way line and the lands of said Bryant,

North $38^{\circ} 11'$ West, crossing a point in the center of said Savage Branch at approximately 60 feet, said point being a corner common to the lands of Bird Lockwood and Katherine Lockwood, said Bryant and the subject owner; thence, with the lands of said Lockwood and continuing with the said west right-of-way line, in all 109.00 feet to a point on the said 522 foot contour, said point being on the left descending bank of said Savage Branch; thence, leaving the said west right-of-way line and the lands of said Lockwood and downstream with the said left descending bank and following generally the meanders of the said 522 foot contour and severing the lands of the subject owner, as follows:

North $13^{\circ} 39'$ West 50.00 feet,

North $44^{\circ} 44'$ East 27.71 feet to a point on the said west embankment of the said culvert, said point being located 6.00 feet north of the center line of an angular extension of said culvert; thence, leaving the said west embankment and the said 522 foot contour and the said left descending bank and parallel with the said center line,

TRACT: A-114E-51
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 1.01

(CONTINUED)

North 21° 24' East 40.00 feet; thence, on a line 6.00 feet north and parallel with the center line of said culvert at Valuation Station 236/93,

North 51° 43' East 113.00 feet to a point on the said east embankment, said point being on the said 522 foot contour; thence, leaving the said parallel line and the said east embankment and downstream continuing with the said 522 foot contour, as follows:

North 15° 34' West 89.00 feet,
 North 26° 44' West 376.00 feet,
 North 16° 14' West 349.00 feet,
 North 10° 04' West 238.00 feet,
 North 15° 26' West 136.00 feet,
 North 06° 28' West 112.00 feet to a point on the boundary line between the lands of W. S. Roberts and the subject owner; thence, leaving the said 522 foot contour and with the lands of said Roberts,

North 73° 32' East 33.00 feet to a point on the ordinary high water line of the Big Sandy River (Elev. 512.8); thence, leaving the lands of said Roberts and upstream with the said ordinary high water line, as follows:

South 06° 48' East 256.00 feet,
 South 11° 50' East 277.00 feet,
 South 14° 11' East 274.00 feet,
 South 27° 50' East 161.00 feet,
 South 29° 02' East 188.00 feet,
 South 17° 22' East 149.00 feet,
 South 51° 46' East 67.63 feet,
 South 44° 03' East 67.68 feet,
 South 36° 22' East 162.00 feet,
 South 46° 06' East 189.00 feet,
 South 59° 25' East 180.00 feet to a point on the boundary line of the lands of said Bryant and the subject owner; thence, leaving the said ordinary high water line and with the lands of said Bryant,

South 50° 17' West 70.35 feet to the place of beginning, containing a total of 1.01 acres, more or less, of which 0.48 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Kentucky State Coordinate System, North Zone.

The above described tract is a part of the same land as that described in a deed from Catherine Lockwood, et al. to The Chesapeake and Ohio Railway Company, dated November 27, 1923 and recorded January 30, 1924 in Deed Book 96, Page 30; and a part of the same land as that described in a condemnation deed from Jay Lockwood, et al. to The Chesapeake and Ohio Railway Company, dated June 23, 1924 and recorded June 23, 1924 in Deed Book 99, Page 107; and a part of the same land as that described in a deed from Mary Bryant, et al. to The Chesapeake and Ohio Railway Company, dated January, 1924 and recorded April 9, 1924 in Deed Book 96, Page 404; and a part of the same land as that described in a contract from James Black to the Chattaroi Railway, dated January 15, 1879; and a part of the same land as that described in a deed from Bird Lockwood to The Chesapeake and Ohio Railway Company, dated August 7, 1905 and recorded August 7, 1905 in Deed Book 42, Page 170; and a part of the same land as that described in a deed from Rhecya Bryant, et ux to the D. and B.S.R.R., dated June 11, 1897 and recorded December 29, 1897 in Deed Book 29, Page 184; and part of the same land as that described in a Court Order from the County Court of Boyd County to The Chesapeake and Ohio Railway Company, dated July 28, 1924 and recorded in C.O.B. 14, Page 280 in the records of Boyd County, Kentucky.

Eugene G. Gomolka
 Project Manager, ASC
 12-2-58

(Page 2)

TRACT: A-114E-52
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 0.11

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, on Whites Creek, a tributary of the Big Sandy River, and more particularly bounded and described as follows:

Beginning at the intersection of the 522 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the east right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being on the boundary line between the lands of W. H. Bryant and the subject owner and on the right descending bank of Whites Creek, said point being located North 49° 35' East approximately 75 feet, North 40° 25' West approximately 198 feet from the westerly most track located at Valuation Station 252/50 as shown on Sheet V32/3 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said east right-of-way line and the lands of said Bryant and upstream with the said right descending bank and following generally the meanders of the said 522 foot contour and severing the lands of the subject owner,

North 86° 27' West 31.00 feet to a point on the east embankment of the subject owner's tracks, said point being located 12.00 feet south of the center line of a culvert supporting the subject owner's tracks over said Whites Creek; thence, leaving the said east embankment and the said right descending bank and the said 522 foot contour and parallel with the said center line,

South 47° 13' West 126.00 feet to a point on the west embankment of the subject owner's tracks, said point being on the said right descending bank and the said 522 foot contour; thence, leaving said parallel line and the said west embankment and upstream with the said right descending bank and the said 522 foot contour,

South 38° 49' West 23.80 feet to a point on the west right-of-way line, said point being on the boundary line between the lands of said Bryant and the subject owner; thence, leaving the said right descending bank and the said 522 foot contour and with the said west right-of-way line and the lands of said Bryant,

North 33° 15' West 37.00 feet to a point on the said 522 foot contour, said point being on the left descending bank of said Creek; thence, leaving the said west right-of-way line and the lands of said Bryant and downstream with the said left descending bank and following generally the meanders of the said 522 foot contour and severing the lands of the subject owner,

North 72° 41' East 20.00 feet to a point on the said west embankment, said point being located 12.00 feet north of the center line of said culvert; thence, leaving the said 522 foot contour and the said west embankment and the said left descending bank and parallel with the said center line,

North 47° 13' East 126.00 feet to a point on the said east embankment, said point being on the said left descending bank and the said 522 foot contour; thence, leaving the said parallel line and the said east embankment and downstream with the said left descending bank and the said 522 foot contour,

North 19° 40' East 26.18 feet to a point on the said east right-of-way line, said point being on the boundary line between the lands of said Bryant and the subject owner; thence, leaving the said left descending bank and the said 522 foot contour and with the said east right-of-way line and the lands of said Bryant,

TRACT: A-114E-52
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.11

(CONTINUED)

South 40° 25' East 59.00 feet to the place of beginning, containing a total of 0.11 acre, more or less, of which 0.09 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Kentucky State Coordinate System, North Zone.

The above described tract is a part of the same land as that described in a deed from Mary Bryant, et al. to The Chesapeake and Ohio Railway Company, dated January, 1924 and recorded April 9, 1924 in Deed Book 96, Page 404; and a part of the same land as that described in a deed from Rhecya Bryant, et ux to the O. and B.S.R.R., dated June 11, 1897 and recorded December 29, 1897 in Deed Book 29, Page 184; and a part of the same land as that described in a Court Order from the County Court of Boyd County to The Chesapeake and Ohio Railway Company, dated July 28, 1924 and recorded in the records of Boyd County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

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TRACT: A-114E-53
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 0.07

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, on Lockwood Creek, a tributary of the Big Sandy River, and more particularly bounded and described as follows:

Beginning at a point on the west right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being on the boundary line between the lands of Charles VanHorn and the subject owner, said point being located 7.00 feet north of the center line of a culvert supporting the subject owner's tracks over Lockwood Creek, said center line being located at Valuation Station 329/87 as shown on Sheet V32/4 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said west right-of-way line and the lands of said VanHorn and parallel with the said center line,

North 65° 16' East 148.00 feet; thence, on a line 7.00 feet north and parallel with the center line of an angular extension of said culvert,

North 82° 26' East 32.00 feet to a point on the 522 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army; thence, leaving the said parallel line and downstream following generally the meanders of the said 522 foot contour and severing the lands of the subject owner,

North 80° 00' East 20.00 feet to a point on the east right-of-way line, said point being on the boundary line between the lands of said VanHorn and the subject owner; thence, leaving the said 522 foot contour and with the said east right-of-way line and the lands of said VanHorn,

South 24° 44' East 23.00 feet to a point on the said 522 foot contour; thence, leaving the said east right-of-way line and the lands of said VanHorn and upstream with the said 522 foot contour,

North 81° 20' West 27.74 feet to a point located 7.00 feet south of the center line of the said angular extension of the said culvert; thence, leaving the said 522 foot contour and parallel with the said center line of said angular extension of said culvert,

South 82° 26' West 28.00 feet to a point located 7.00 feet south of the said center line of the said culvert, said center line being located at Valuation Station 329/87; thence, parallel with the said center line,

South 65° 16' West 148.00 feet to a point on the said west right-of-way line, said point being on the boundary line between the lands of said VanHorn and the subject owner; thence, leaving the said parallel line and with the said west right-of-way line and the lands of said VanHorn,

North 24° 44' West 14.00 feet to the place of beginning, containing a total of 0.07 acre, more or less, of which 0.03 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Kentucky State Coordinate System, North Zone,

The above described tract is a part of the same land as that described in a contract from John Lockwood to Chattaroi Railway, dated January 16, 1879; and a part of the same land as that described in a deed from Lucy Lockwood to The Chesapeake and Ohio Railway Company, dated September 7, 1905 and recorded September 12, 1905 in Deed Book 39, Page 197; and a part of the same land as

DOOR

TRACT: A-114E-53
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.07

(CONTINUED)

that described in a deed from W. E. VanHorn, et al. to The Chesapeake and Ohio Railway Company, dated May 4, 1917 and recorded May 10, 1917 in Deed Book 65, Page 424; and a part of the same land as that described in a deed from W. E. VanHorn, et ux to The Chesapeake and Ohio Railway Company, dated October 19, 1922 and recorded October 20, 1922 in Deed Book 90, Page 216 in the records of Boyd County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

(Page 2)

TRACT: A-114E-54
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.12

PROJECT: Greenup Locks & Dam
Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, on the left descending bank of the Big Sandy River, a tributary of the Ohio River, being approximately 8.7 miles from the confluence of the Ohio River and the Big Sandy River, and more particularly bounded and described as follows:

Beginning at the intersection of the 522 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the line between the lands of Richard Conn, et ux and The Chesapeake and Ohio Railway Company, the subject owner, said point being located South 71° 34' East approximately 110 feet along said line extended from the center of the easterly most track of Valuation Station 402/74 as shown on Sheet V32/4 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the lands of said Conn, et ux and downstream following generally the meanders of the said 522 foot contour and severing the lands of the subject owner, as follows:

North 08° 08' East 14.14 feet,
North 42° 57' East 79.25 feet,
North 28° 00' East 142.71 feet to a point on the boundary line between the lands of John C. Clark and the subject owner at Valuation Station 400/55; thence, leaving the said 522 foot contour and with the lands of said Clark,

South 72° 28' East 19.92 feet to a point on the ordinary high water line of the Big Sandy River (Elev. 512.8); thence, leaving the lands of said Clark and upstream with the said ordinary high water line, as follows:

South 26° 43' West 173.52 feet,
South 58° 15' West 49.40 feet,
South 06° 01' East 19.10 feet to a point in the boundary line between the lands of said Conn, et ux and the subject owner at Valuation Station 402/74; thence, leaving the said ordinary high water line and with the lands of said Conn, et ux,

North 71° 34' West 25.30 feet to the place of beginning, containing a total of 0.12 acre, more or less, of which 0.02 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Kentucky State Coordinate System, North Zone.

The above described tract is a part of the same land as that described in a deed from E. E. Shannon, et ux to The Chesapeake and Ohio Railway Company, dated August 7, 1936 and recorded August 21, 1936 in Deed Book 138, Page 105 in the records of Boyd County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

TRACT: A-114E-55
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 0.99

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, on the left descending bank of the Big Sandy River, a tributary of the Ohio River, being approximately 8.9 miles upstream from the confluence of the Ohio River and the Big Sandy River, and more particularly bounded and described as follows:

Beginning at the intersection of the 522 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the line between the lands of Richard Conn, et ux and The Chesapeake and Ohio Railway Company, the subject owner, said point being located South 73° 37' East approximately 65 feet along said line extended from the easterly most track at Valuation Station 411/15 as shown on Sheet V32/5 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said 522 foot contour and with the lands of said Conn, et ux,

South 73° 37' East 17.72 feet to a point on the ordinary high water line of the Big Sandy River (Elev. 512.8); thence, leaving the lands of said Conn, et ux and upstream with the said ordinary high water line, as follows:

South 15° 25' West 293.55 feet,
 South 27° 37' West 414.19 feet,
 South 15° 27' West 78.85 feet,
 South 25° 42' West 147.60 feet,
 South 16° 48' West 321.73 feet,
 South 11° 51' West 570.13 feet,
 South 07° 45' East 126.15 feet to a point in the boundary line between the lands of John M. Moore, et ux and the subject owner; thence, leaving the said ordinary high water line and with the lands of said Moore, et ux,

South 01° 12' West 95.02 feet to a point on the said 522 foot contour; thence, leaving the lands of said Moore, et ux and downstream following generally the meanders of the said 522 foot contour and severing the lands of the subject owner, as follows:

North 10° 46' West 208.68 feet,
 North 08° 06' East 227.26 feet,
 North 13° 33' East 371.34 feet,
 North 29° 03' West 30.89 feet,
 North 66° 48' East 38.08 feet,
 North 17° 35' East 297.92 feet,
 North 24° 16' East 267.65 feet,
 North 25° 55' East 354.66 feet,
 North 16° 07' East 281.04 feet to the place of beginning, containing a total of 0.99 acre, more or less, of which 0.45 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Kentucky State Coordinate System, North Zone.

The above described tract is a part of the same land as that described in a deed from John Lockwood to Chatteroi Railway, dated January 16, 1879; and a part of the same land as that described in a deed from John Lockwood to Chatteroi Railway, dated January 16, 1879; and a part of the same land as that described in a deed from W. E. Van Horn, et ux to E. L. and B.S.R.R., dated August 14, 1903 and recorded August 14, 1903 in Deed Book 37, Page 100; and a part of the same land as that described in a deed from W. E. Van Horn, et ux to The Chesapeake and Ohio Railway Company, dated October 29, 1910 and recorded October 29, 1910 in Deed Book 52, Page 131; and a part of the same land as that described in a deed from John Moore, et ux to The Chesapeake and Ohio Railway Company, dated April 28, 1922 and recorded April 29, 1922 in Deed Book 88, Page 286 in the records of Boyd County, Kentucky.

Eugene G. Gomolka
 Project Manager, ASC
 12-2-58

TRACT: A-114E-56
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 0.09

PROJECT: Greenup Locks & Dam
 Ohio River

LEGAL DESCRIPTION

A certain tract of land situate in the Commonwealth of Kentucky, Boyd County, on Durbin Creek, a tributary of the Big Sandy River, and more particularly bounded and described as follows:

Beginning at the intersection of the 522 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the west right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said line being on the boundary line between the lands of John M. Moore, et ux and the subject owner, and on the left descending bank of Durbin Creek, said point being located South $65^{\circ} 04'$ West approximately 90 feet, South $24^{\circ} 56'$ East approximately 115 feet from a point at the westerly most track at Valuation Station 465/93 as shown on Sheet V32/5 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said west right-of-way line and the lands of said Moore, et ux and with the left descending bank of said Creek and downstream following generally the meanders of the said 522 foot contour and severing the lands of the subject owner,

South $47^{\circ} 00'$ East 20.00 feet to a point on the west embankment of the subject owner's tracks, said point being located 10 feet north of the center line of a culvert supporting the subject owner's tracks over said Creek, said center line being located at Valuation Station 467/35; thence, leaving the said left descending bank of said Creek and the said 522 foot contour and parallel with the said center line,

North $65^{\circ} 04'$ East 161.00 feet to a point on the east embankment of the subject owner's tracks, said point being on the said 522 foot contour and the said left descending bank of said Creek; thence, leaving the said parallel line and the said east embankment and continuing downstream with the said 522 foot contour and the left descending bank,

North $07^{\circ} 40'$ East 20.03 feet to a point on the east right-of-way line; thence, leaving the said left descending bank and the said 522 foot contour and with the said east right-of-way line,

South $24^{\circ} 56'$ East 40.00 feet to a point on the said 522 foot contour, said point being on the right descending bank of said Creek; thence, leaving the said east right-of-way line and upstream with the said right descending bank and the said 522 foot contour,

South $74^{\circ} 05'$ West 11.00 feet to a point on the east embankment of the subject owner's tracks, said point being located 10.00 feet south of the center line of said culvert, said center line being located at Valuation Station 467/35; thence, leaving the said 522 foot contour and the said right descending bank and parallel with the said center line,

South $65^{\circ} 04'$ West 161.00 feet to a point on the west embankment of the subject owner's tracks, said point being on the said 522 foot contour and the said right descending bank; thence, leaving the said parallel line and the said west embankment and continuing upstream with the said 522 foot contour and the said right descending bank,

South $10^{\circ} 55'$ East 30.00 feet to a point on the west right-of-way line, said point being on the boundary line between the lands of said Moore, et ux and the subject owner; thence, leaving the said 522 foot contour and the said right descending bank and with the said west right-of-way line and the lands of said Moore, et ux,

TRACT: A-114E-56
OWNER: The Chesapeake and Ohio
Railway Company
ACRES: 0.09

(CONTINUED)

North 24° 56' West 69.00 feet to the place of beginning, containing a total of 0.09 acre, more or less, of which 0.07 acre is located below the normal pool of the Greenup Dam, elevation 515. The bearings used herein are referenced to the Kentucky State Coordinate System, North Zone.

The above described tract is a part of the same land as that described in a deed from Margaret Moore to The Chesapeake and Ohio Railway Company, dated October 13, 1904 and recorded November 18, 1904 in Deed Book 37, Page 486; and a part of the same land as that described in a deed from Jesse Cyrus to the Chattaroi Railway, dated January 16, 1879; and a part of the same land as that described in a deed from Charley Chadwick, et ux to The Chesapeake and Ohio Railway Company, dated October 18, 1904 and recorded November 18, 1904 in Deed Book 37, Page 478 in the records of Boyd County, Kentucky.

Eugene G. Gomolka
Project Manager, ASC
12-2-58

(Page 2)

TRACT: A-114E-57
 OWNER: The Chesapeake and Ohio
 Railway Company
 ACRES: 0.05

PROJECT: Greenup Locks & Dam
 Ohio River

466

LEGAL DESCRIPTION

A certain tract of land situate in the State of West Virginia, Cabell County, on an unnamed drain, a tributary of the Guyandot River, being approximately 3.9 miles upstream from the confluence of the Ohio River and the Guyandot River, and more particularly bounded and described as follows:

Beginning at the intersection of the 525 foot contour above mean sea level, Sandy Hook Datum, as determined by the Corps of Engineers, U. S. Army, with the north right-of-way line of The Chesapeake and Ohio Railway Company, the subject owner, said point being on the north embankment of the subject owner's tracks and on the left descending bank of an unnamed drain, said point being located 7.00 feet east of the center line of a culvert supporting the subject owner's tracks, said center line being located at Valuation Station 3762/36 and said point also being located North 25° 45' West approximately 80 feet, South 64° 15' West approximately 228 feet from a point at the center track of Valuation Station 3760/00 as shown on Sheet VII/110 of the subject owner's Right-of-Way and Track Map, dated June 30, 1916; thence, leaving the said 525 foot contour and the said north right-of-way line, the said north embankment and said left descending bank and parallel with the said center line,

South 25° 45' East 159.00 feet to a point on the south embankment of the subject owner's tracks, said point also being on the south right-of-way line, the said left descending bank and the said 525 foot contour; thence, leaving said parallel line, said left descending bank, said south embankment and the said 525 foot contour and with the said south right-of-way line,

South 61° 45' West 14.02 feet to a point on the right descending bank of said drain, said point being on the said south embankment and the said 525 foot contour, said point being located 7.00 feet west of the center line of said culvert, said center line being located at Valuation Station 3762/36; thence, leaving the said south right-of-way line, said right descending bank, said south embankment and the said 525 foot contour and parallel with the said center line,

North 25° 45' West 159.62 feet to a point on the said north right-of-way line, said point being on the said north embankment, said 525 foot contour and the said right descending bank; thence, leaving the said right descending bank, said north embankment and the said 525 foot contour and the said parallel line and with the said north right-of-way line,

North 64° 15' East 14.00 feet to the place of beginning, containing 0.05 acre, more or less. The bearings used herein are referenced to the Ohio State Coordinate System, South Zone (Pages Ohio Revised Code Sec. 157.01 to 157.07 incl.)

The above described tract is a part of the same land as that described in a deed from Abel H. Clark, et ux to The Chesapeake and Ohio Railway Company, dated June 8, 1870 and recorded July 25, 1870 in Deed Book 16, Page 534; and a part of the same land as that described in a condemnation deed from Abel H. Clark to The Chesapeake and Ohio Railway Company, dated November, 1898 and recorded November 14, 1898 in Law O.B. 15, Page 462; and a part of the same land as that described in a deed from C. C. Clark, et al. to The Chesapeake and Ohio Railway Company, dated April 5, 1929 and recorded April 17, 1929 in Deed Book 257, Page 294 in the records of Cabell County, West Virginia.

Eugene G. Gomolka
 Project Manager, ASO
 12-2-58

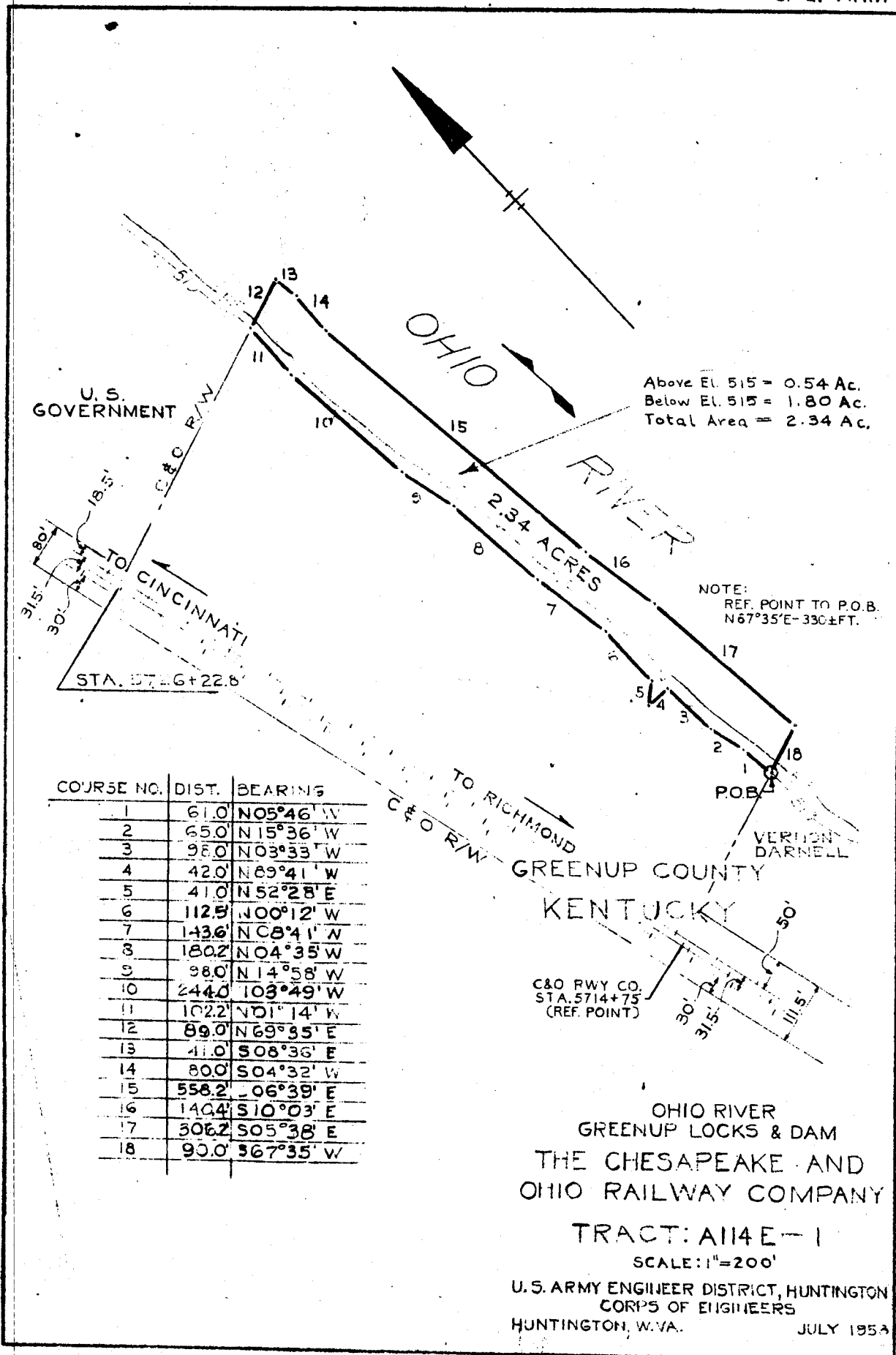
WEST VIRGINIA, CABELL COUNTY CLERK'S OFFICE JUN 30 1959
 This instrument was this day presented in my office, and thereupon,
 together with the certificate thereto annexed, is admitted to record.
 TESTE: *Faith L. Arthur* CLERK, CABELL COUNTY COURT.

STATE OF KENTUCKY
COUNTY OF GREENUP SCT:
I, J. L. O'BRYEN, Clerk of the Greenup County Court, do certify
that the foregoing RM was on 8 day of July, 1959
10:00 AM lodged in my office for record, and
the foregoing and his certificate have been recorded in my
book.
Witness my hand, this 9th day of July, 1959
J. L. O'BRYEN, Clerk
By J. H. O'Bryen

STATE OF KENTUCKY, }
BOYD COUNTY } Sct.
I, ALVIN RICE, Clerk of the Boyd County Court, do certify that
this Deed from Chesapeake & Ohio Railway Co., a Va. Corp.
to United States of America
was on the 21st day of July, 1959, at 9:30 o'clock
A. M., lodged in my office for record, and the same, together with this and
the foregoing certificate have been duly recorded.
Witness my hand this 22nd day of July, 1959
Alvin Rice, Clerk
By M. H. Rice, D. C.

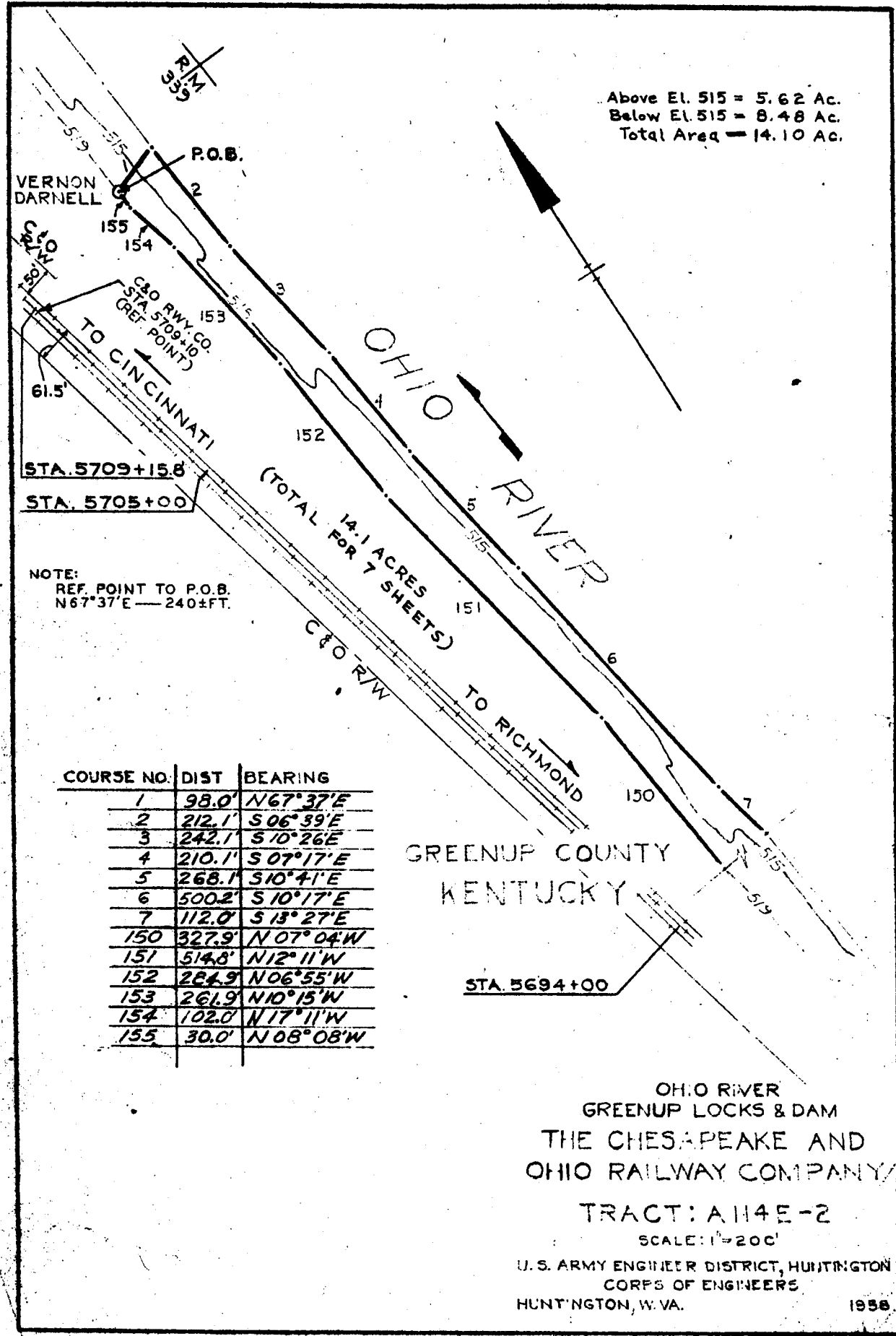
CORPS OF ENGINEERS

U. S. ARMY



CORPS OF ENGINEERS

U. S. ARMY



Above El. 515 = 5.62 Ac.
Below El. 515 = 8.48 Ac.
Total Area = 14.10 Ac.

STA. 5709+15.8
STA. 5705+00

NOTE:
REF. POINT TO P.O.B.
N67°37'E — 240±FT.

COURSE NO.	DIST	BEARING
1	98.0'	N67°37'E
2	212.1'	S06°39'E
3	242.1'	S10°26'E
4	210.1'	S07°17'E
5	268.1'	S10°41'E
6	500.2'	S10°17'E
7	112.0'	S13°27'E
150	327.9'	N07°04'W
151	514.8'	N12°11'W
152	284.9'	N06°55'W
153	261.9'	N10°15'W
154	102.0'	N17°11'W
155	30.0'	N08°08'W

STA. 5694+00

OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY

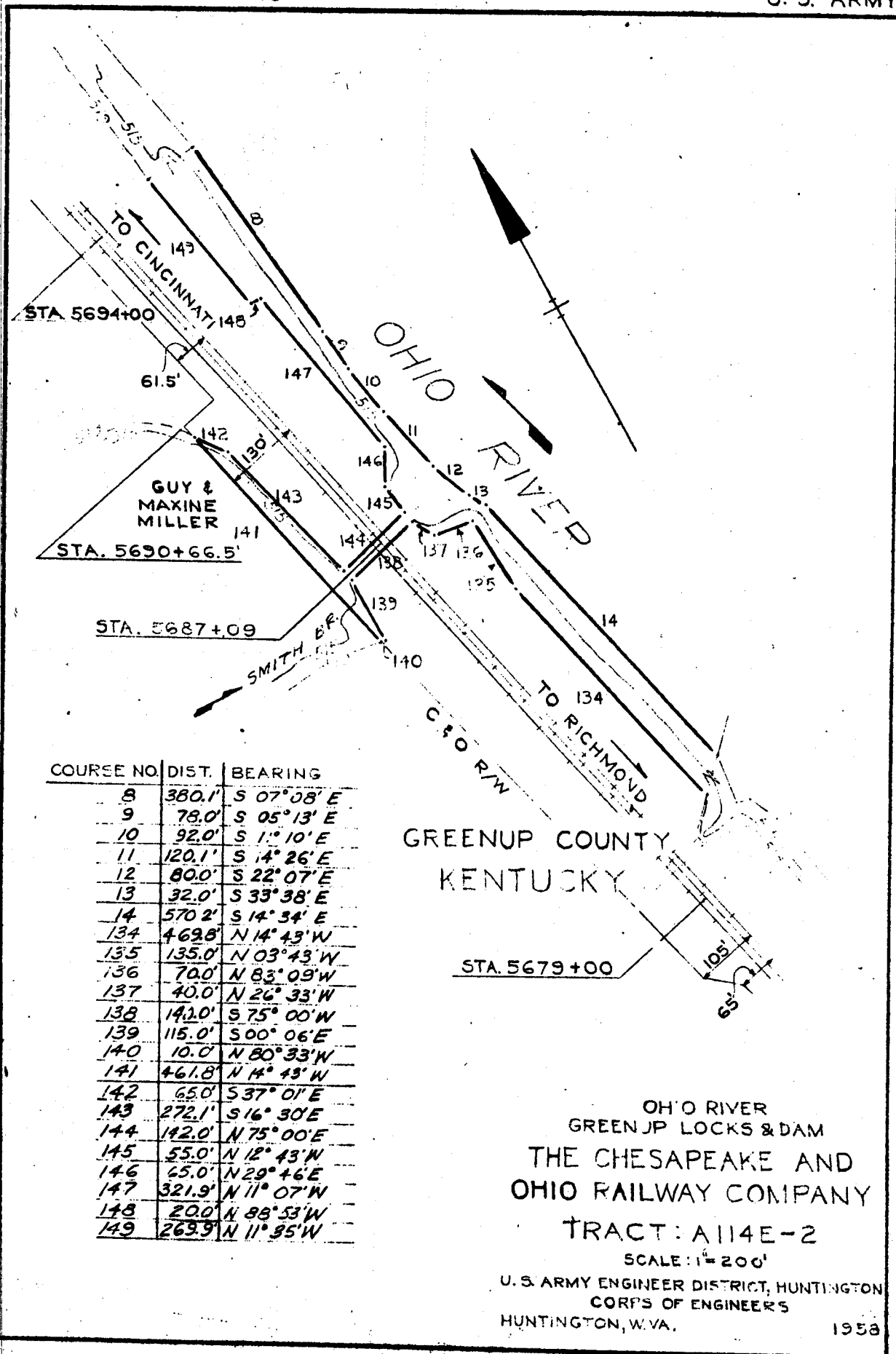
TRACT: A114E-2
SCALE: 1"=200'

U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W. VA. 1958

SHEET 1 OF 1

CORPS OF ENGINEERS

U. S. ARMY

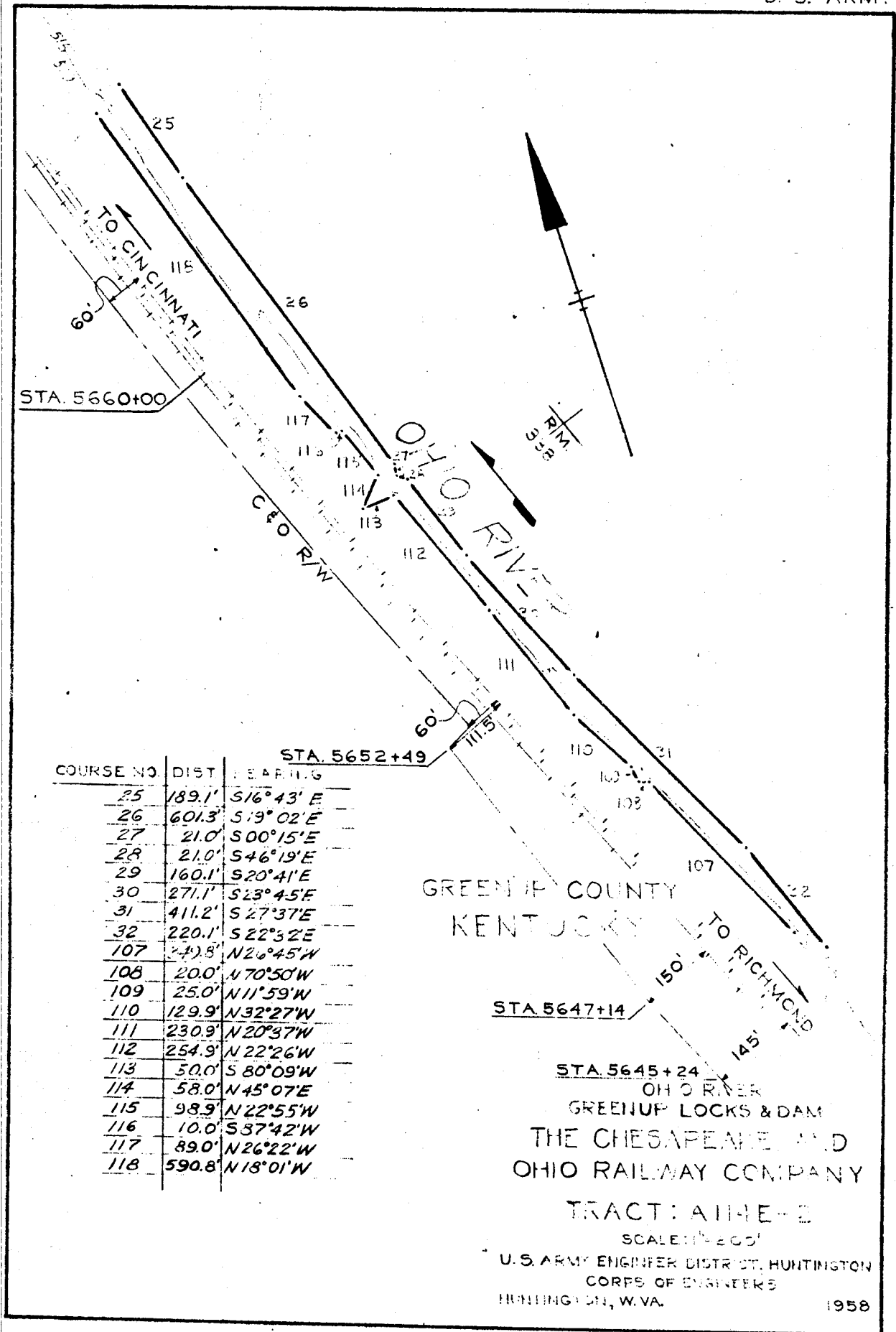


U. S. ARMY



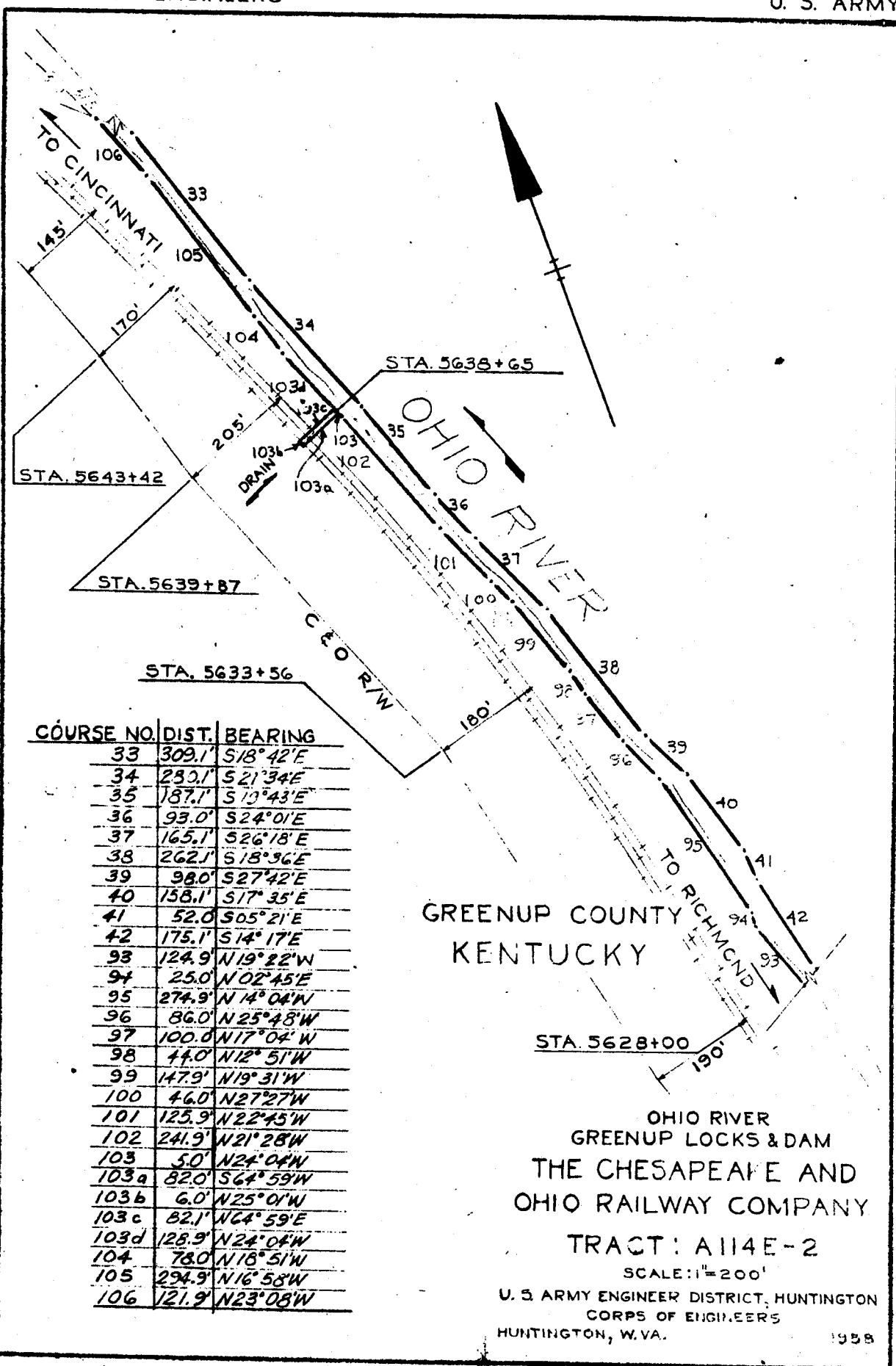
CORPS OF ENGINEERS

U. S. ARMY

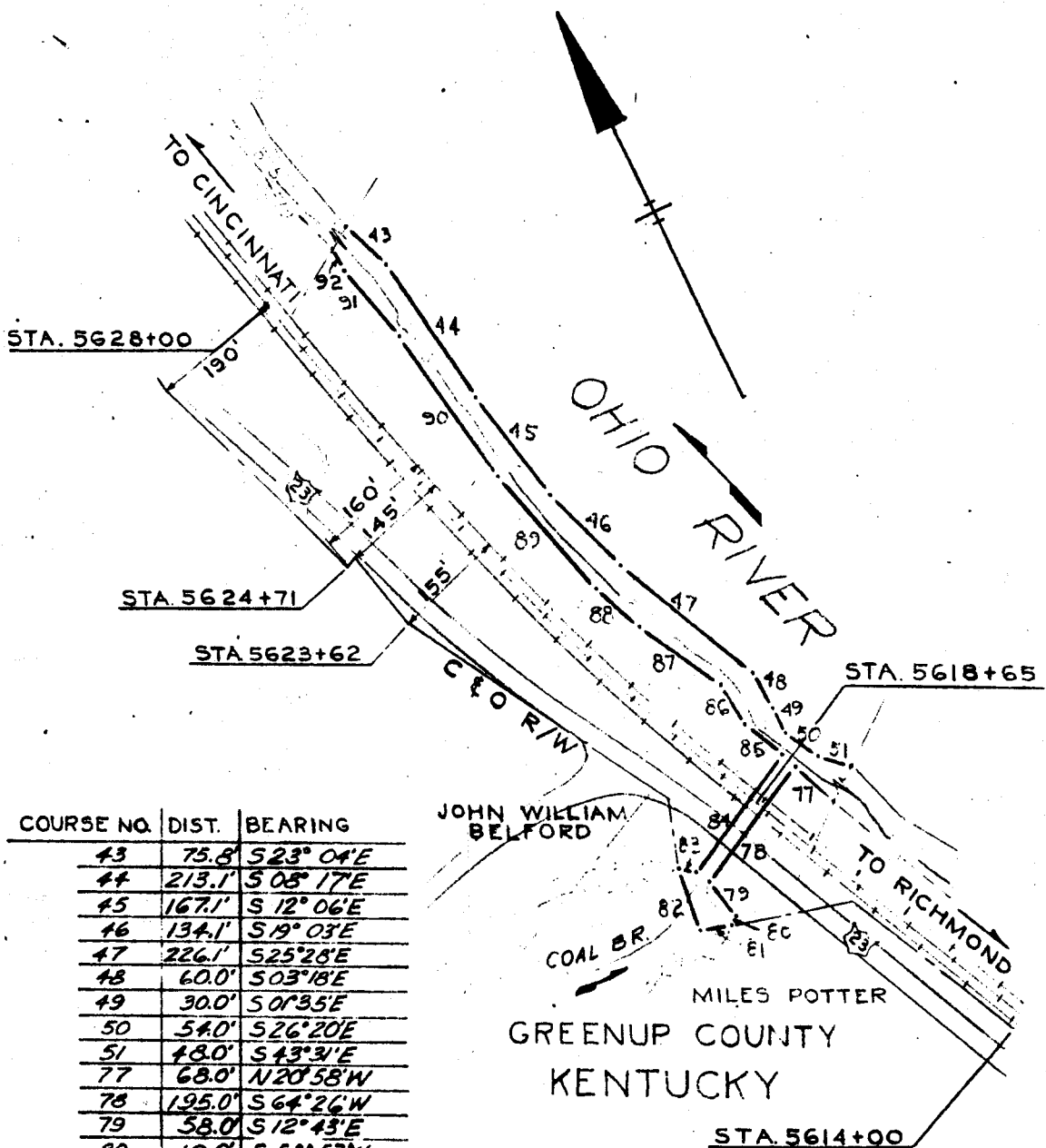


CORPS OF ENGINEERS

U. S. ARMY



SHEET 5 OF 7



COURSE NO.	DIST.	BEARING
43	75.8'	S 23° 04' E
44	213.1'	S 08° 17' E
45	167.1'	S 12° 06' E
46	134.1'	S 19° 03' E
47	226.1'	S 25° 28' E
48	60.0'	S 03° 18' E
49	30.0'	S 01° 35' E
50	54.0'	S 26° 20' E
51	18.0'	S 43° 31' E
77	68.0'	N 20° 58' W
78	195.0'	S 64° 26' W
79	58.0'	S 12° 43' E
80	10.0'	S 53° 57' W
81	44.0'	N 74° 36' W
82	88.0'	N 07° 28' E
83	22.2'	S 53° 07' E
84	198.0'	N 64° 26' E
85	64.0'	N 25° 19' W
86	60.0'	N 02° 51' W
87	131.9'	N 28° 13' W
88	75.0'	N 21° 35' W
89	199.9'	N 14° 25' W
90	233.9'	N 07° 42' W
91	116.0'	N 13° 34' W
92	32.0'	N 02° 08' W

OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY

TRACT: A-114E-2

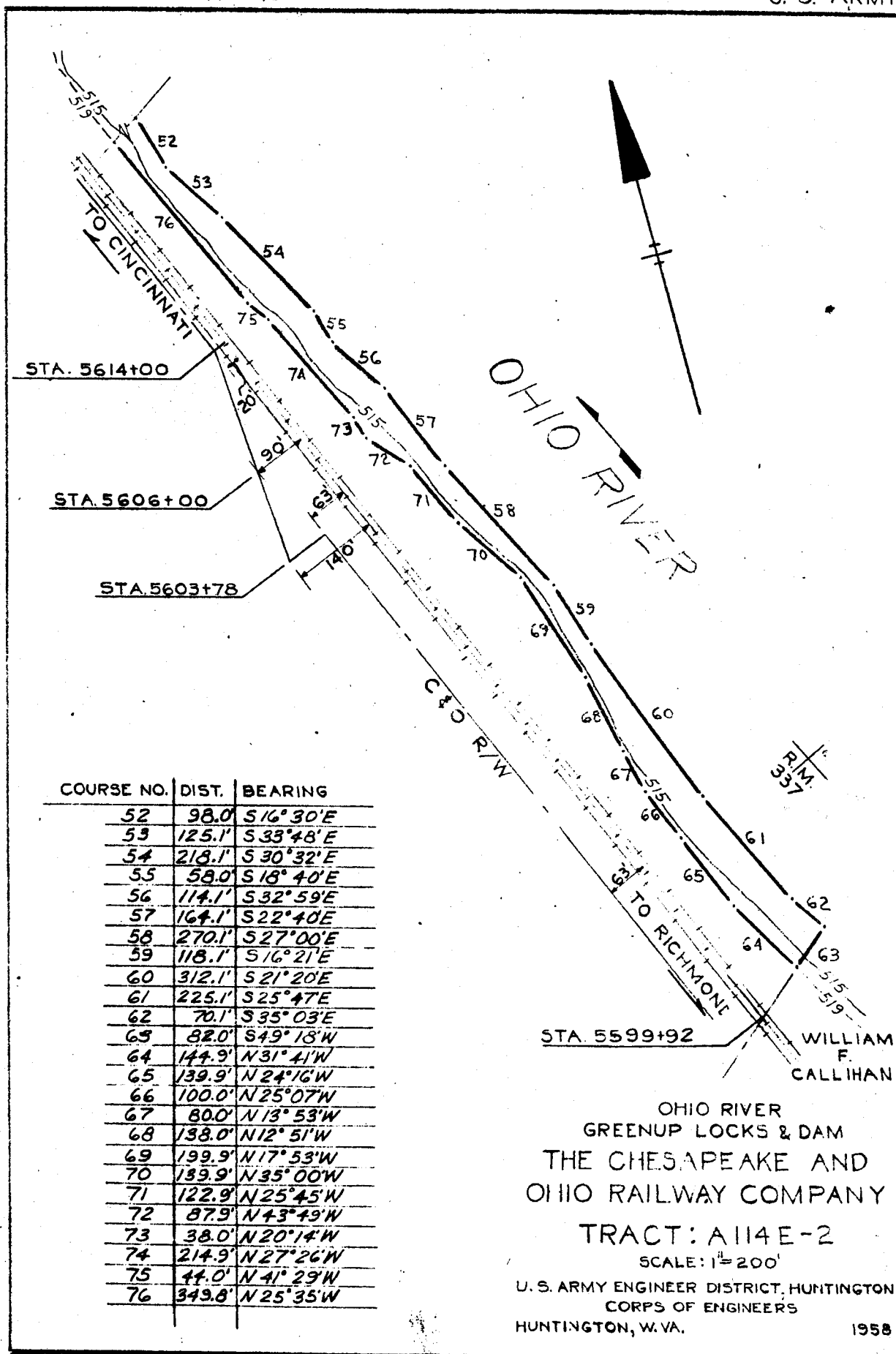
SCALE: 1"=200'

U. S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W. VA.

1958

CORPS OF ENGINEERS

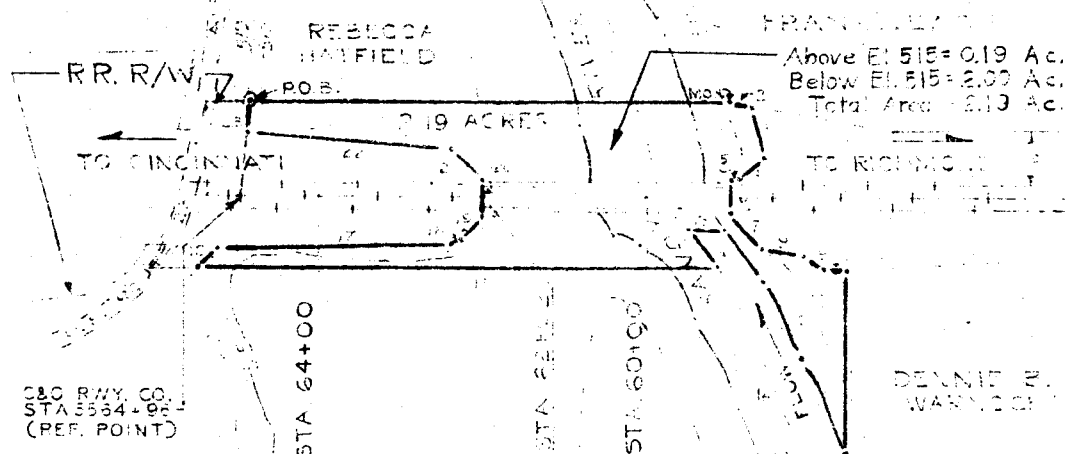
U. S. ARMY



CORPS OF ENGINEERS

U. S. ARMY

NOTE:
REF. POINT TO P.O.B.
N45°0'E—113.0±FT.



COURSE NO.	DIST.	BEARING
1	536.0'	S 42° 36' E
2	22.0'	S 31° 37' E
3	57.3'	S 30° 49' W
4	40.0'	N 78° 19' W
5	100.0'	N 42° 36' W
6	41.0'	S 47° 14' W
7	59.0'	S 02° 10' W
8	50.0'	S 28° 14' E
9	280.0'	S 10° 00' E
10	28.0'	S 45° 07' E
11	22.0'	S 47° 24' W
12	304.1'	N 20° 56' 23" E
13	45.0'	N 42° 36' W
14	55.0'	S 0° 49' W
15	639.0'	N 42° 36' W
16	35.0'	S 84° 17' E
17	238.0'	S 44° 10' E
18	15.0'	S 60° 00' E
19	53.0'	N 39° 10' E
20	4.0'	N 47° 11' E
21	48.0'	N 00° 22' E
22	253.0'	N 38° 43' W
23	37.0'	N 49° 00' E

*ALONG RIGHT DESCENDING
BANK OF LITTLE SANDY
RIVER

GREENUP COUNTY
KENTUCKY

OHIO RAILWAY CO.
GREENUP LOCKS & DAM
THE CINCINNATI AND
OHIO RAILWAY COMPANY

TRACT: A114 E-5

SCALE: 1"=200'

U.S. ARMY ENGINEER DISTRICT HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W. VA.

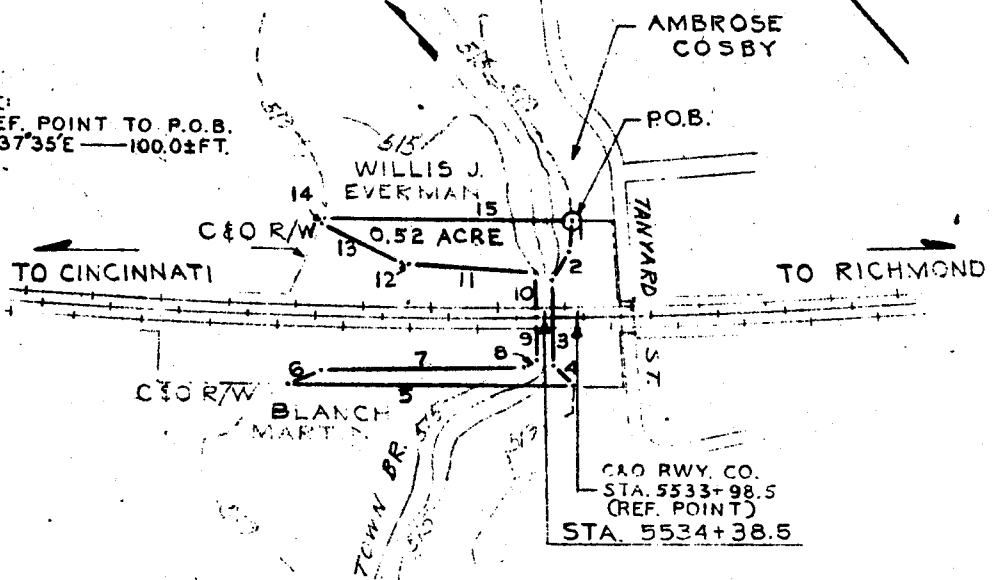
JULY 1958

REV. NOV. 1958

CORPS OF ENGINEERS

U. S. ARMY

NOTE:
REF. POINT TO P.O.B.
N37°35'E — 100.0±FT.



GREENUP COUNTY
KENTUCKY

COURSE NO.	DIST.	BEARING
1	35.8	S 45° 37' W
2	41.7	S 68° 46' W
3	104.0	S 39° 46' W
4	34.0	S 06° 09' E
5	346.0	N 49° 22' W
6	43.0	S 71° 25' E
7	248.0	S 50° 30' E
8	18.0	S 80° 37' E
9	52.0	N 39° 46' E
10	55.0	N 39° 46' E
11	155.7	N 46° 18' W
12	10.0	N 42° 00' W
13	109.5	N 23° 54' W
14	6.0	N 72° 00' E
15	302.0	S 49° 28' E

Above El. 515 = 0.41 Ac.
Below El. 515 = 0.11 Ac.
Total Area = 0.52 Ac.

OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACT: A114E-4

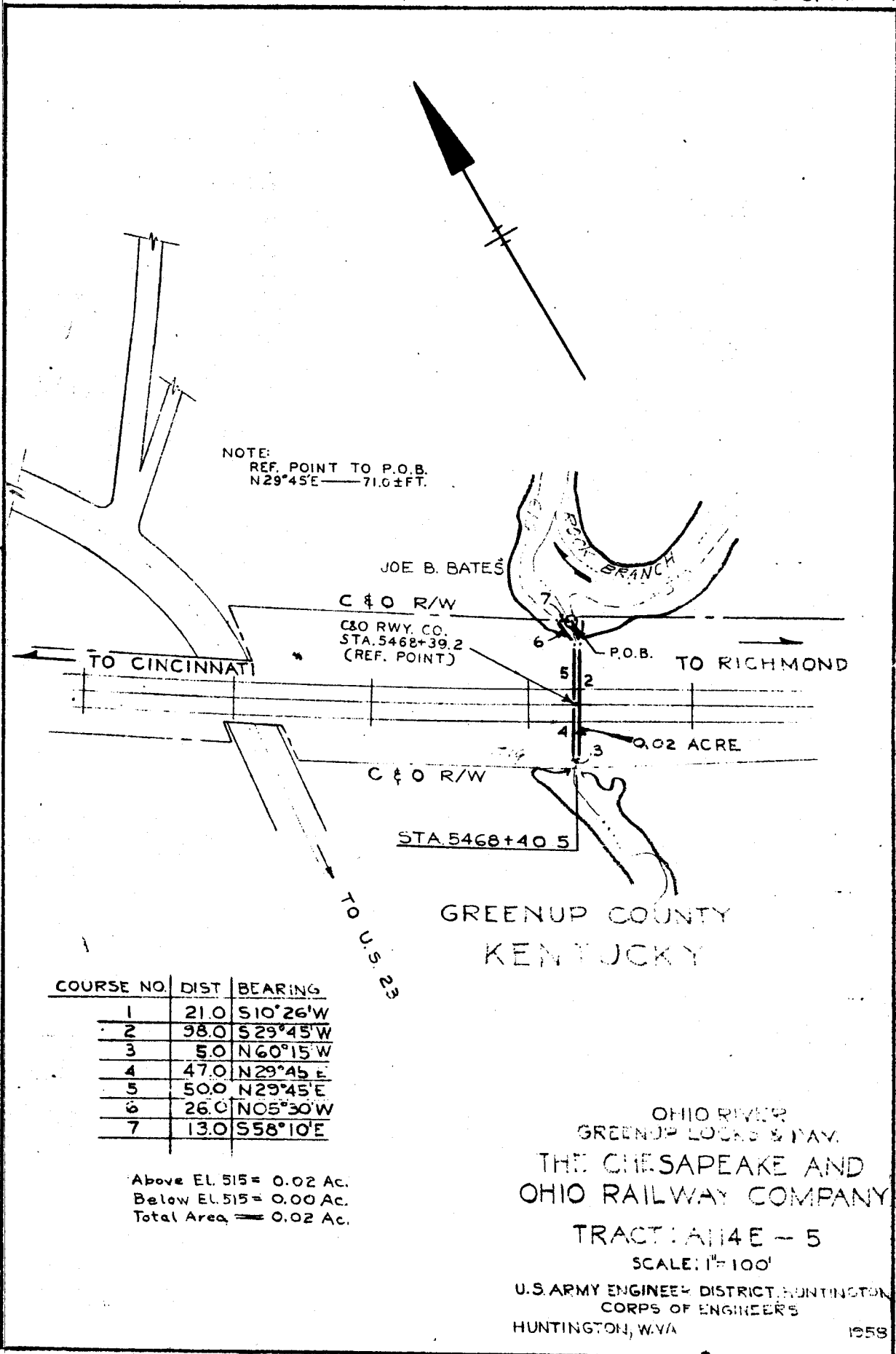
SCALE: 1"=200'

U. S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W. VA.

1958

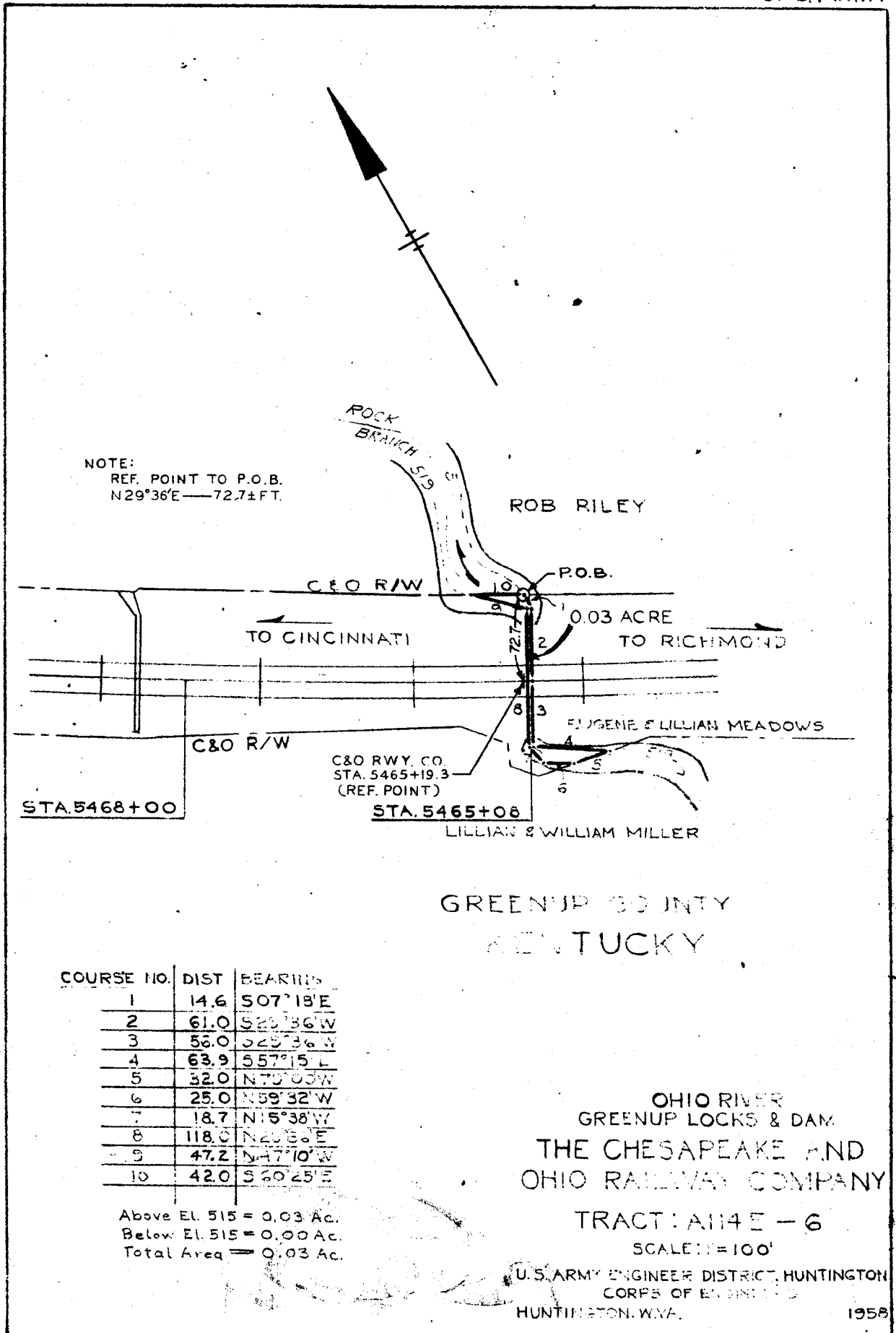
CORPS OF ENGINEERS

U. S. ARMY



CORPS OF ENGINEERS

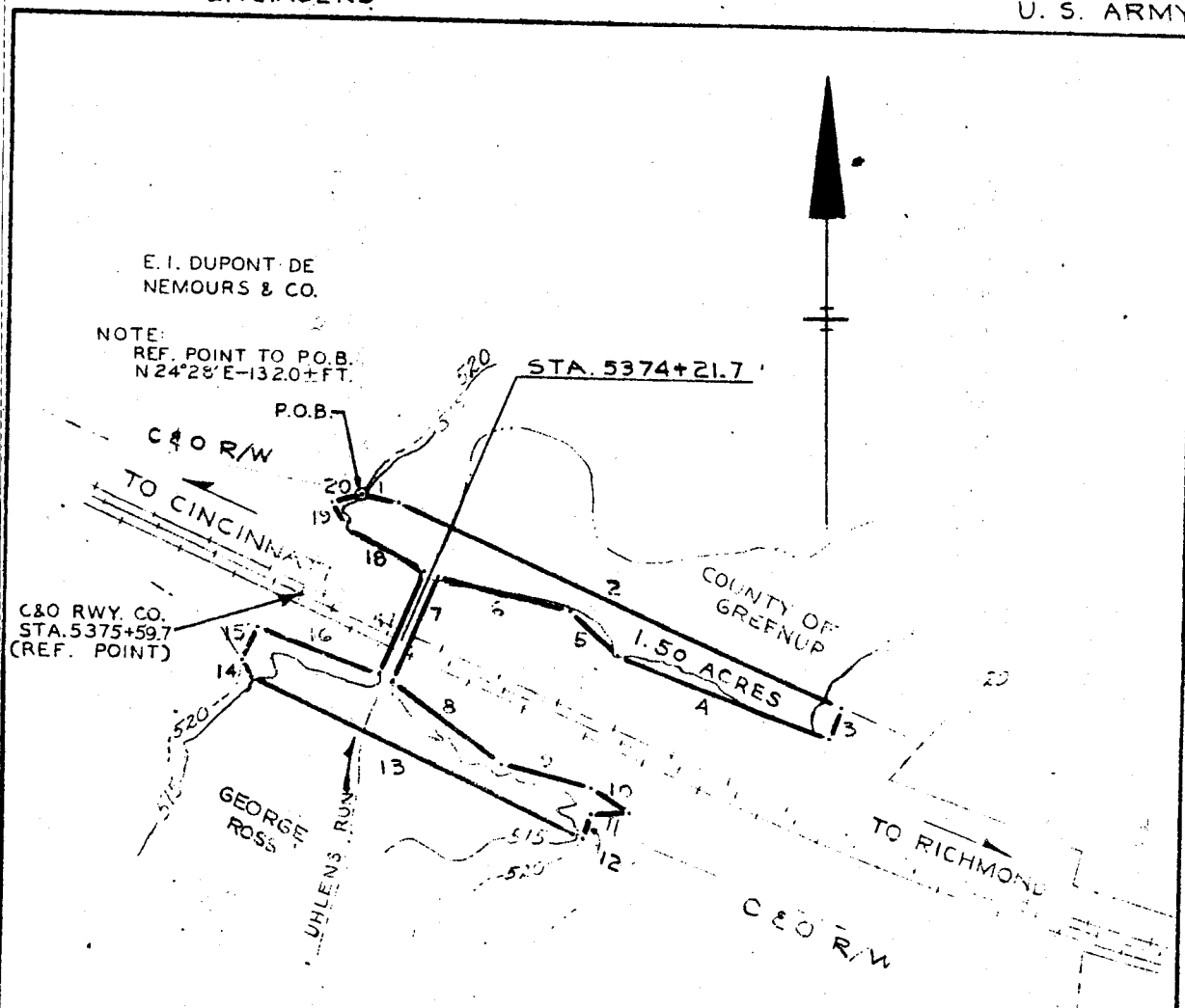
U. S. ARMY



BOOK 355 - 456
476

CORPS OF ENGINEERS

U. S. ARMY



GREENUP COUNTY
KENTUCKY

COURSE NO.	DIST.	BEARING
1	40.0	S 77° 07' E
2	619.0	S 68° 12' E
3	46.0	S 22° 57' W
4	287.0	N 67° 47' W
5	80.0	N 47° 00' W
6	171.0	N 75° 26' W
7	142.0	S 24° 28' W
8	166.0	S 52° 05' E
9	126.0	S 74° 30' E
10	56.0	S 55° 43' E
11	50.0	N 49° 09' W
12	30.0	S 15° 47' W
13	467.0	N 63° 36' W
14	24.0	N 24° 28' E
15	42.0	N 26° 15' E
16	162.0	S 68° 16' E
17	141.0	N 24° 28' E
18	111.0	N 60° 41' W
19	37.0	N 29° 57' W
20	42.0	N 79° 45' E

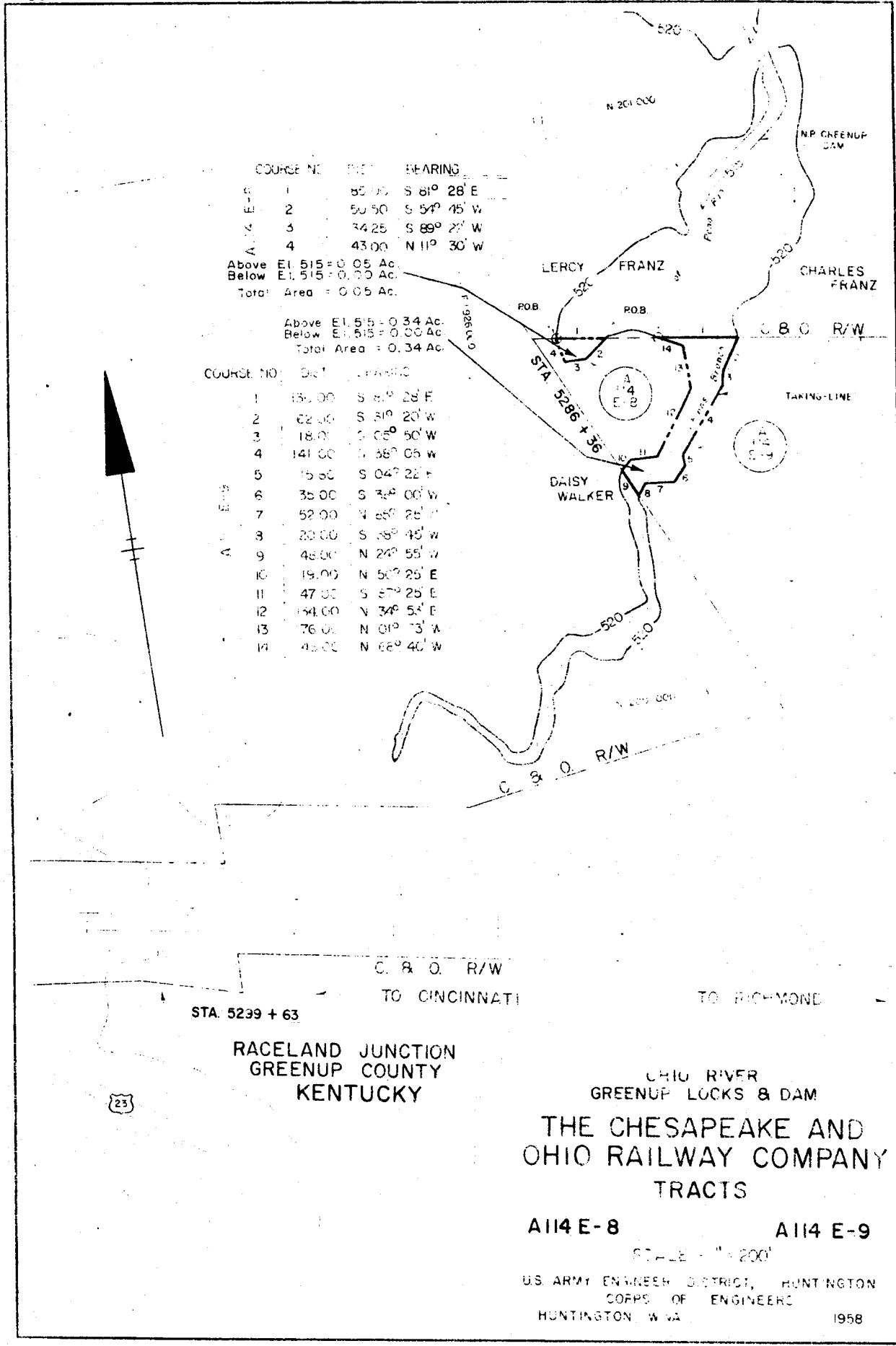
Above El. 515 = 0.35 Ac.
Below El. 515 = 1.15 Ac.
Total Area = 1.50 Ac.

OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACT: A114E-7

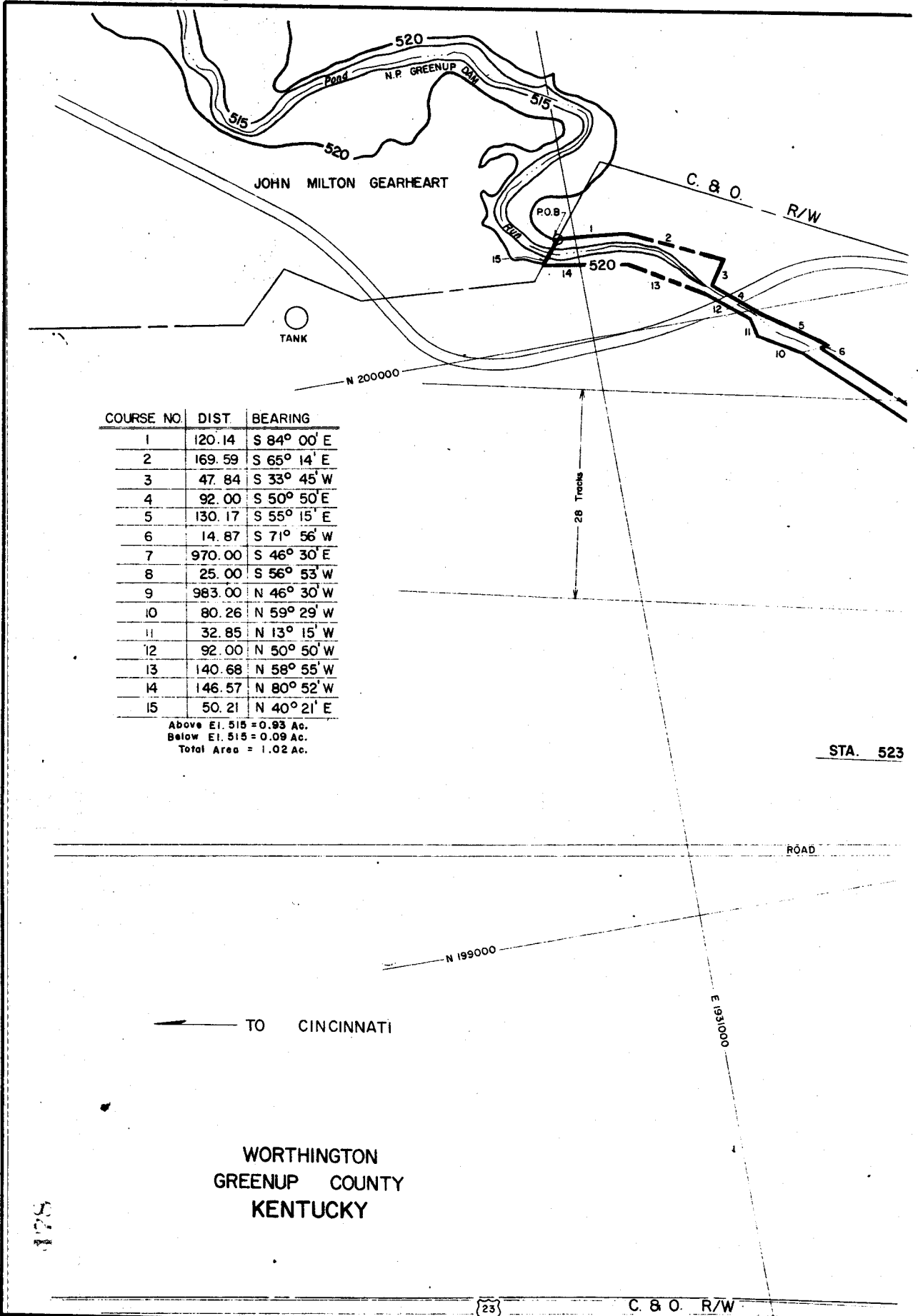
SCALE: 1"=200'
U. S. ARMY ENGINEER DISTRICT HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W. VA. 1958

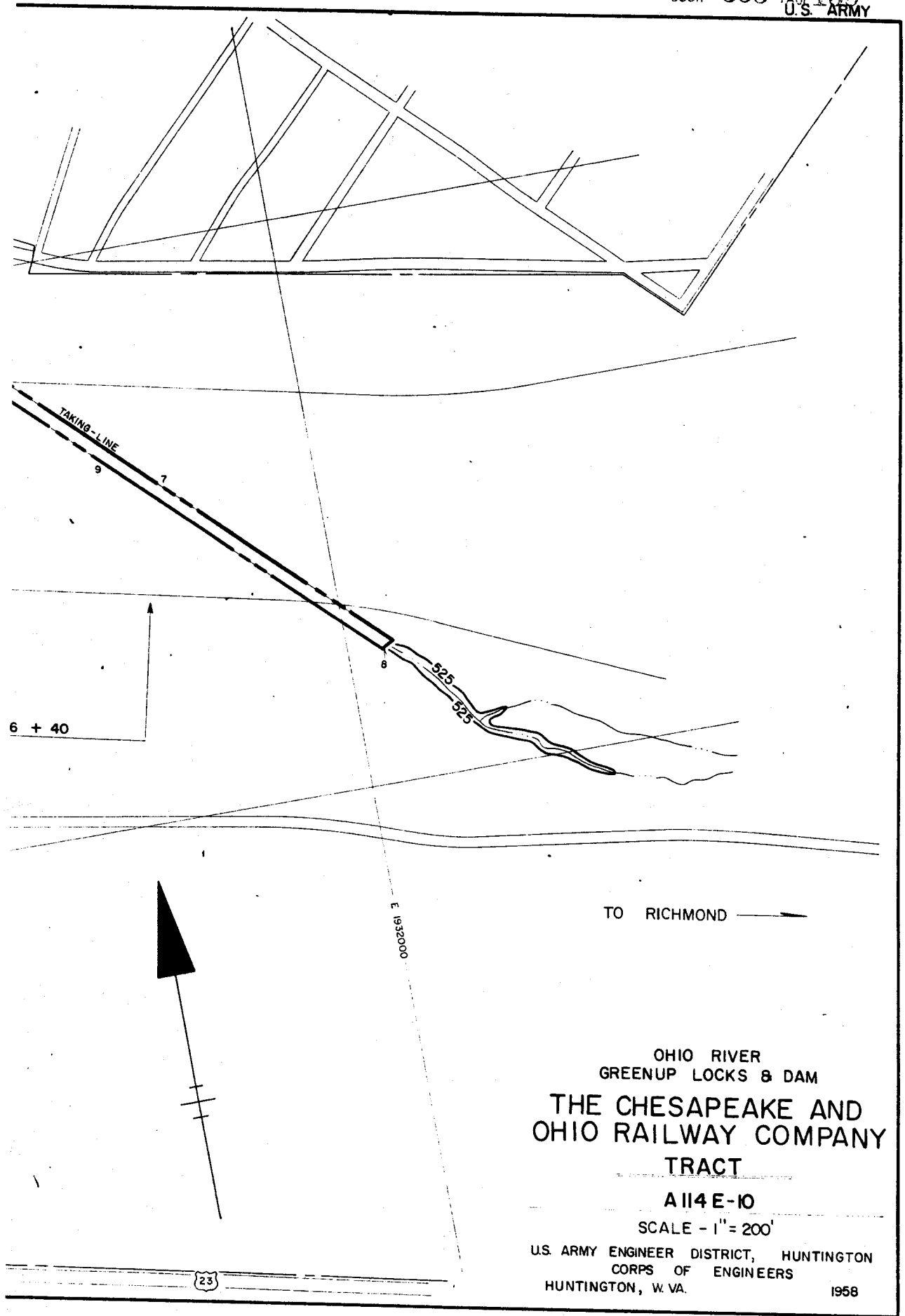
CORPS OF ENGINEERS

U.S. ARMY



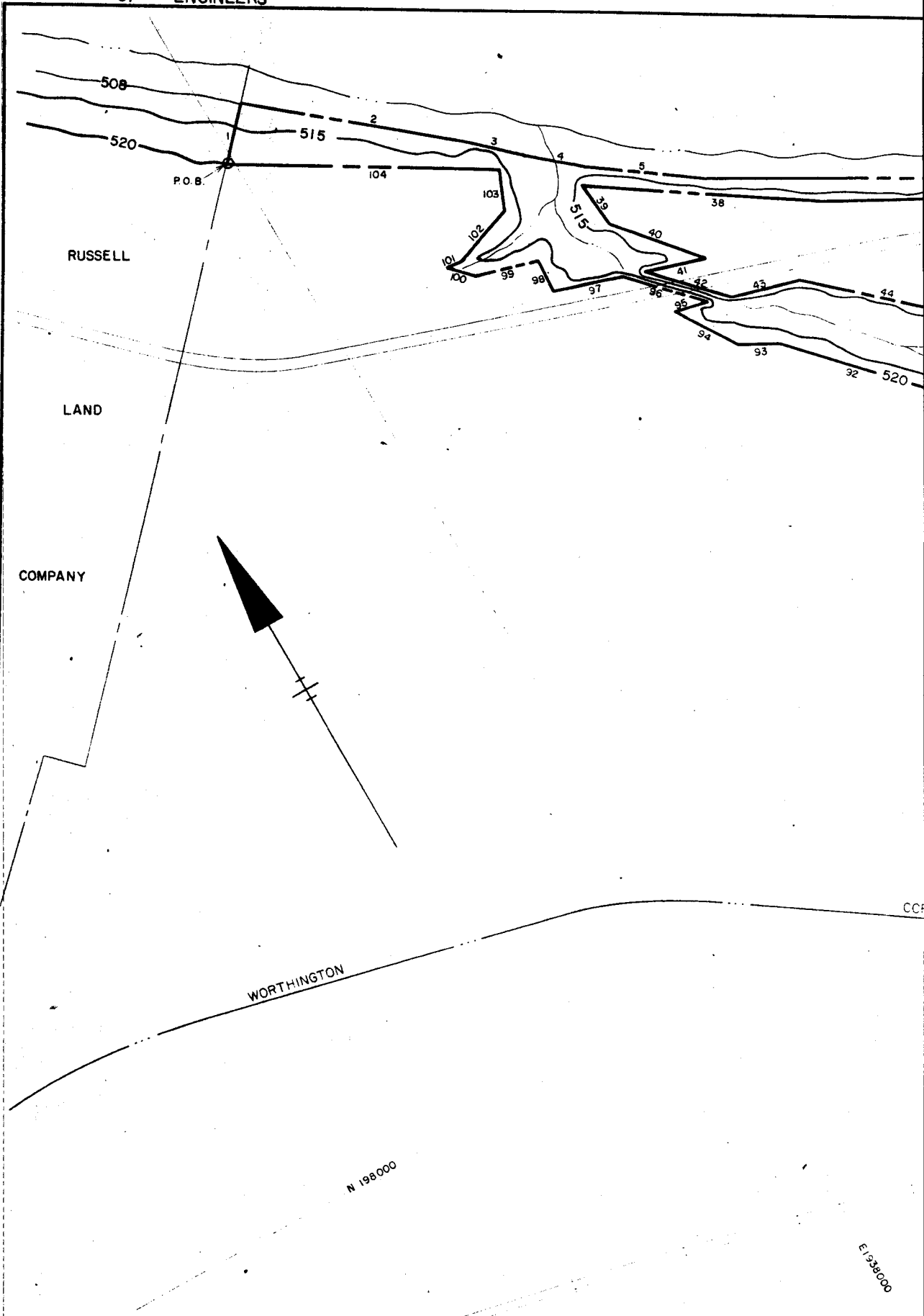
CORPS OF ENGINEERS





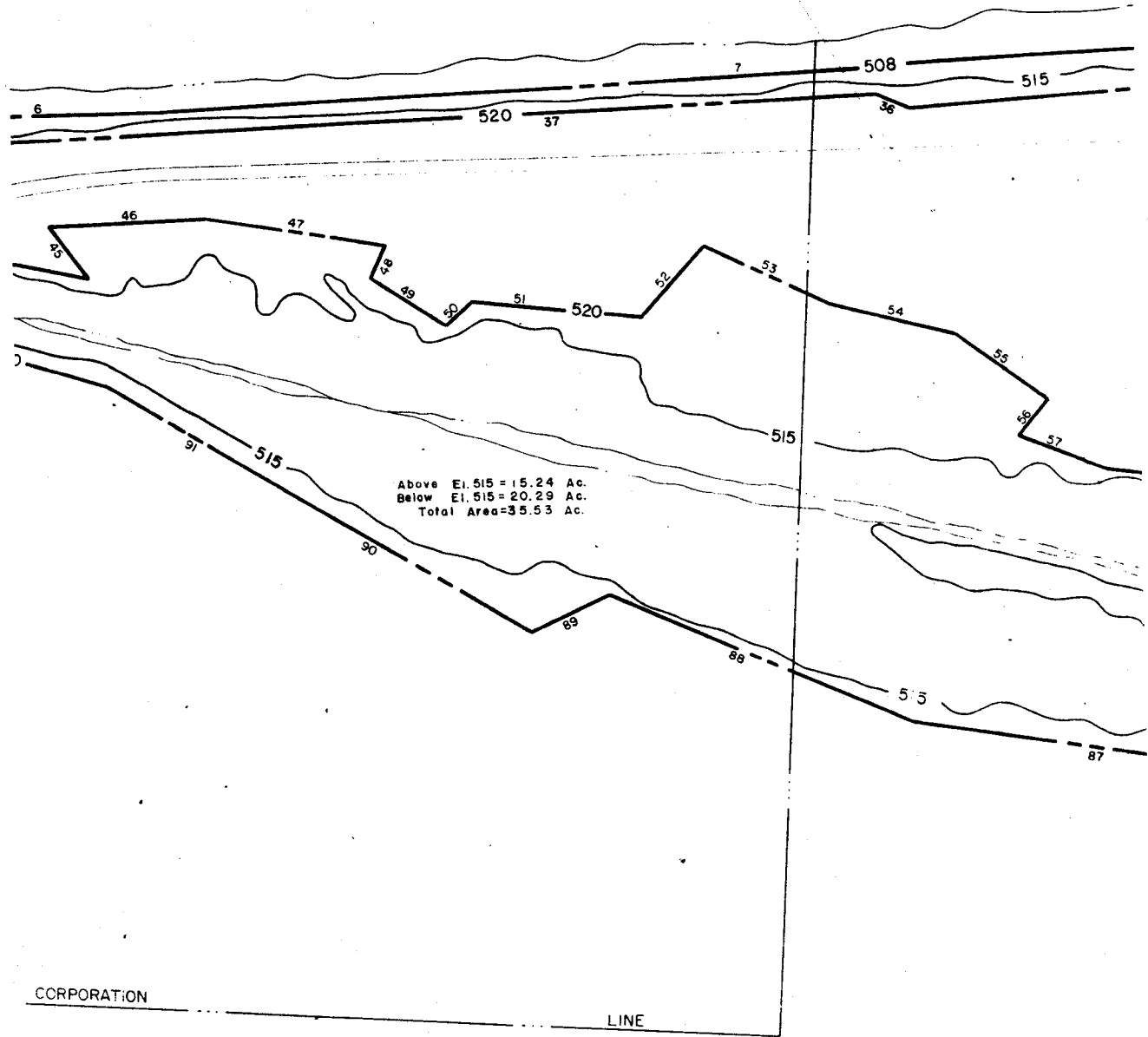
CORPS OF ENGINEERS

479



355 141

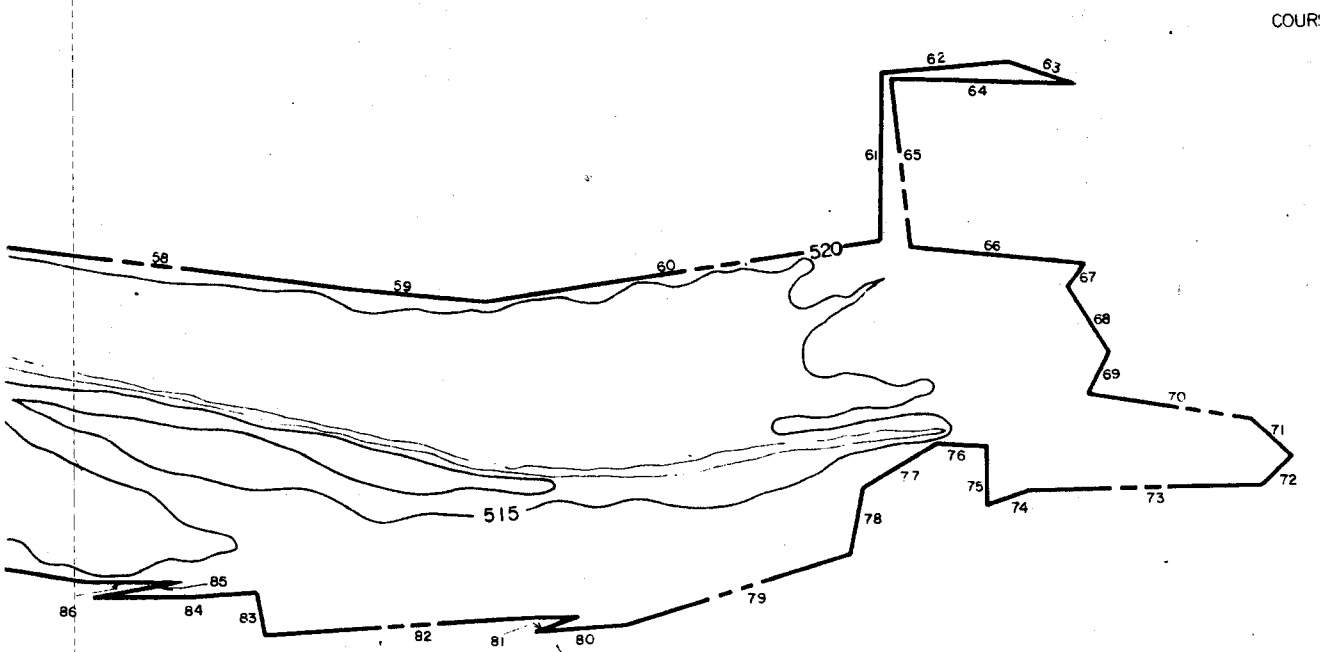
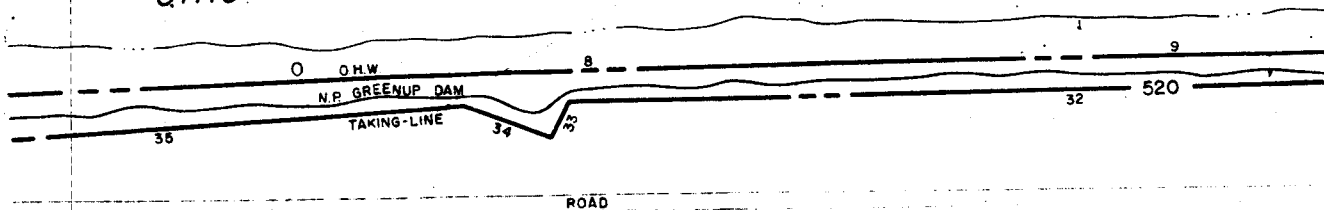
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WORTHINGTON
GREENUP COUNTY
KENTUCKY

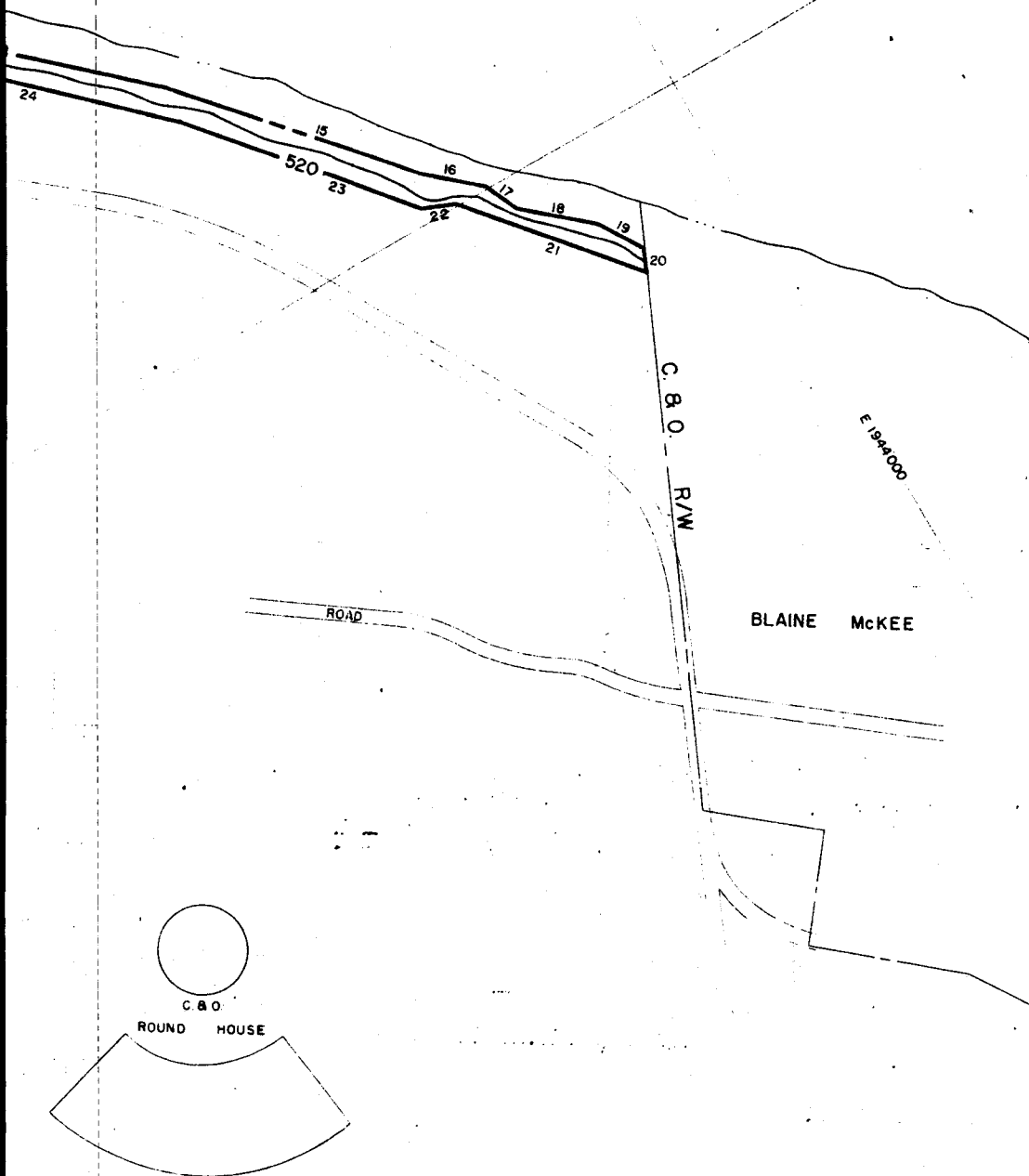
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C. & O. R/W

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OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACT

A 114 E-II

SCALE - 1" = 200'

U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W.VA.

1958

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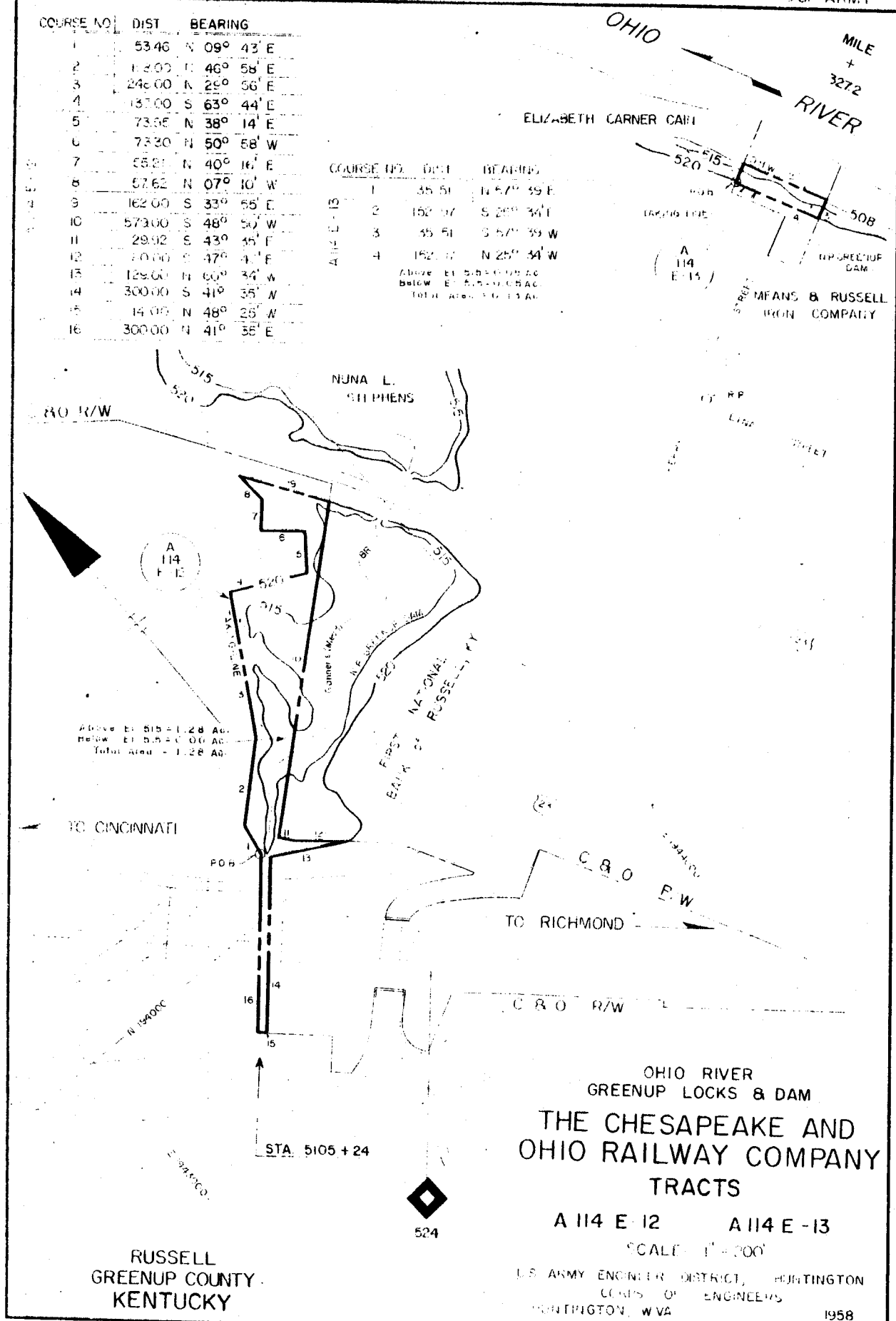
CORPS OF ENGINEERS

U.S. ARMY

COURSE NO.	DIST.	BEARING
1	53.46	N 09° 43' E
2	182.00	N 46° 58' E
3	246.00	N 29° 56' E
4	137.00	S 63° 44' E
5	73.55	N 38° 14' E
6	73.30	N 50° 58' W
7	65.21	N 40° 16' E
8	57.62	N 07° 10' W
9	162.00	S 33° 55' E
10	573.00	S 48° 50' W
11	29.92	S 43° 45' E
12	10.00	S 47° 41' E
13	129.00	N 60° 34' W
14	300.00	S 41° 35' W
15	14.00	N 48° 25' W
16	300.00	N 41° 35' E

COURSE NO.	DIST.	BEARING
1	35.51	N 57° 39' E
2	152.07	S 28° 34' E
3	35.51	S 57° 39' W
4	152.07	N 28° 34' W

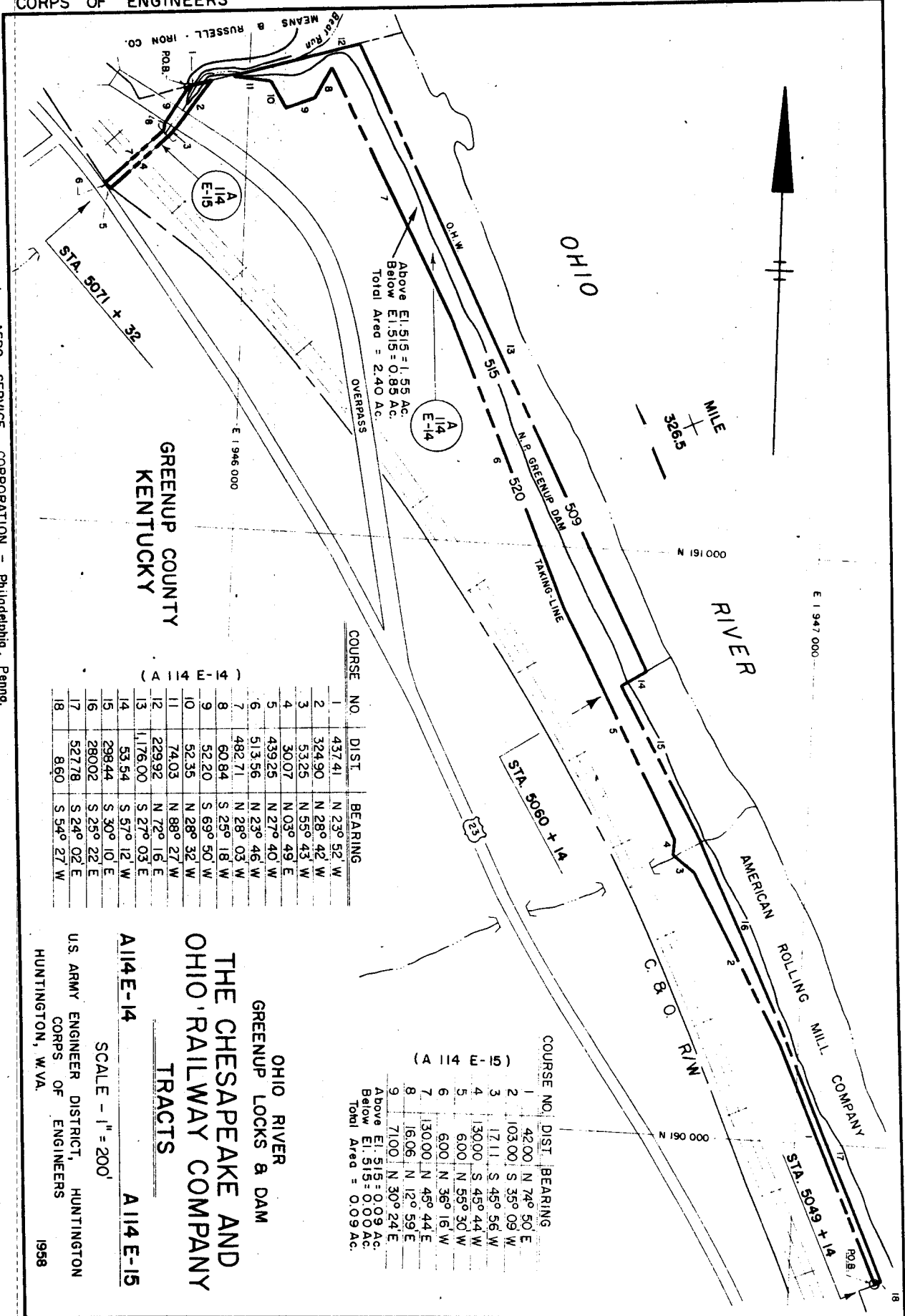
Above E. 515 - 0.00 AC
Below E. 515 - 0.00 AC
Total Area - 1.28 AC



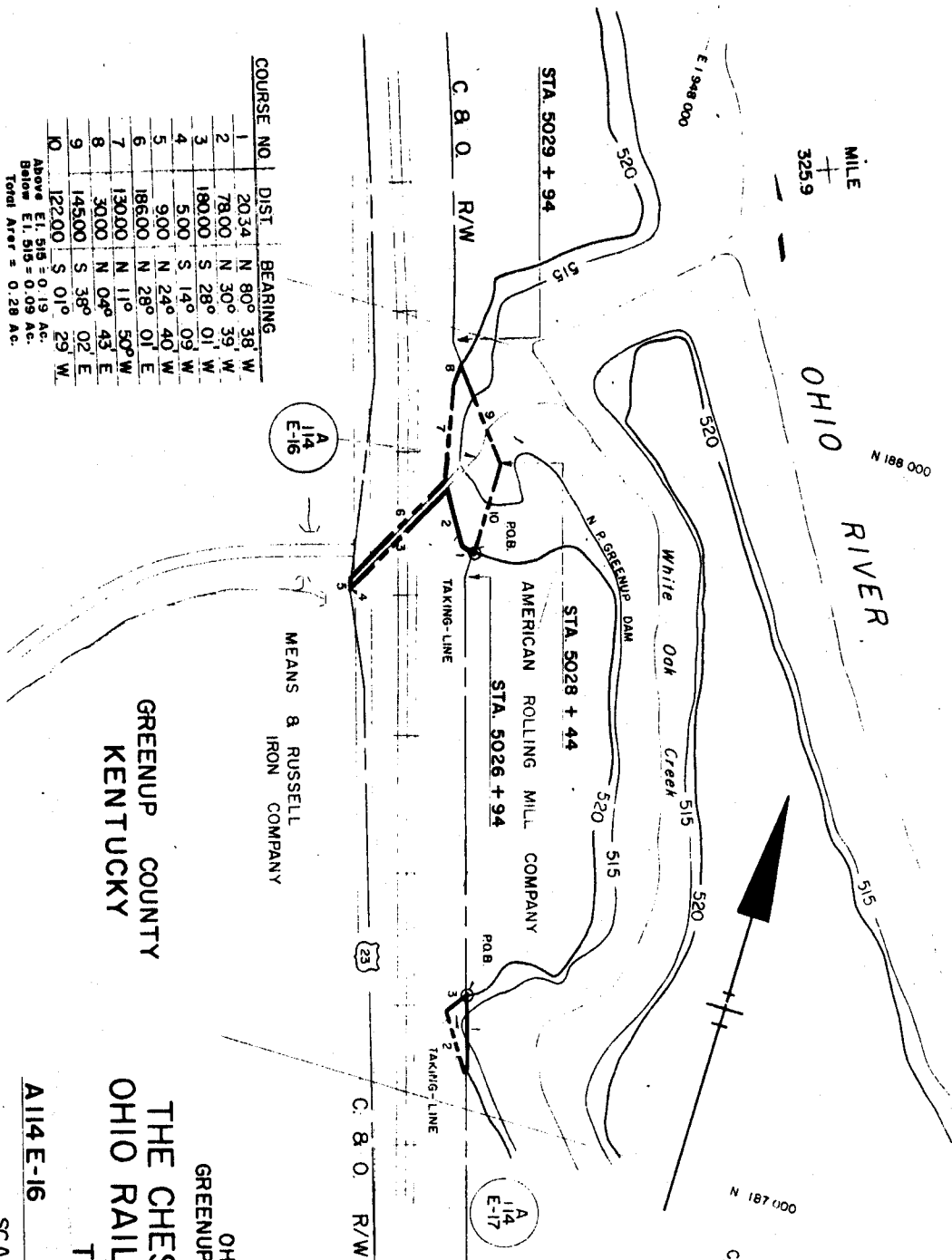
CORPS OF ENGINEERS

U.S. ARMY

Surveys and Mapping by AERO SERVICE CORPORATION - Philadelphia, Penna.



Surveys and Mapping by AERO SERVICE CORPORATION - Philadelphia, Penna.



COURSE NO.	DIST.	BEARING
1	2034	N 80° 38' W
2	7800	N 30° 39' W
3	18000	S 28° 01' W
4	500	S 14° 09' W
5	900	N 24° 40' W
6	18600	N 28° 01' E
7	13000	N 11° 50' W
8	3000	N 04° 43' E
9	14500	S 36° 02' E
10	12200	S 01° 29' W

Above E1, S15 = 0.19 Ac.
Below E1, S15 = 0.09 Ac.
Total Area = 0.28 Ac.

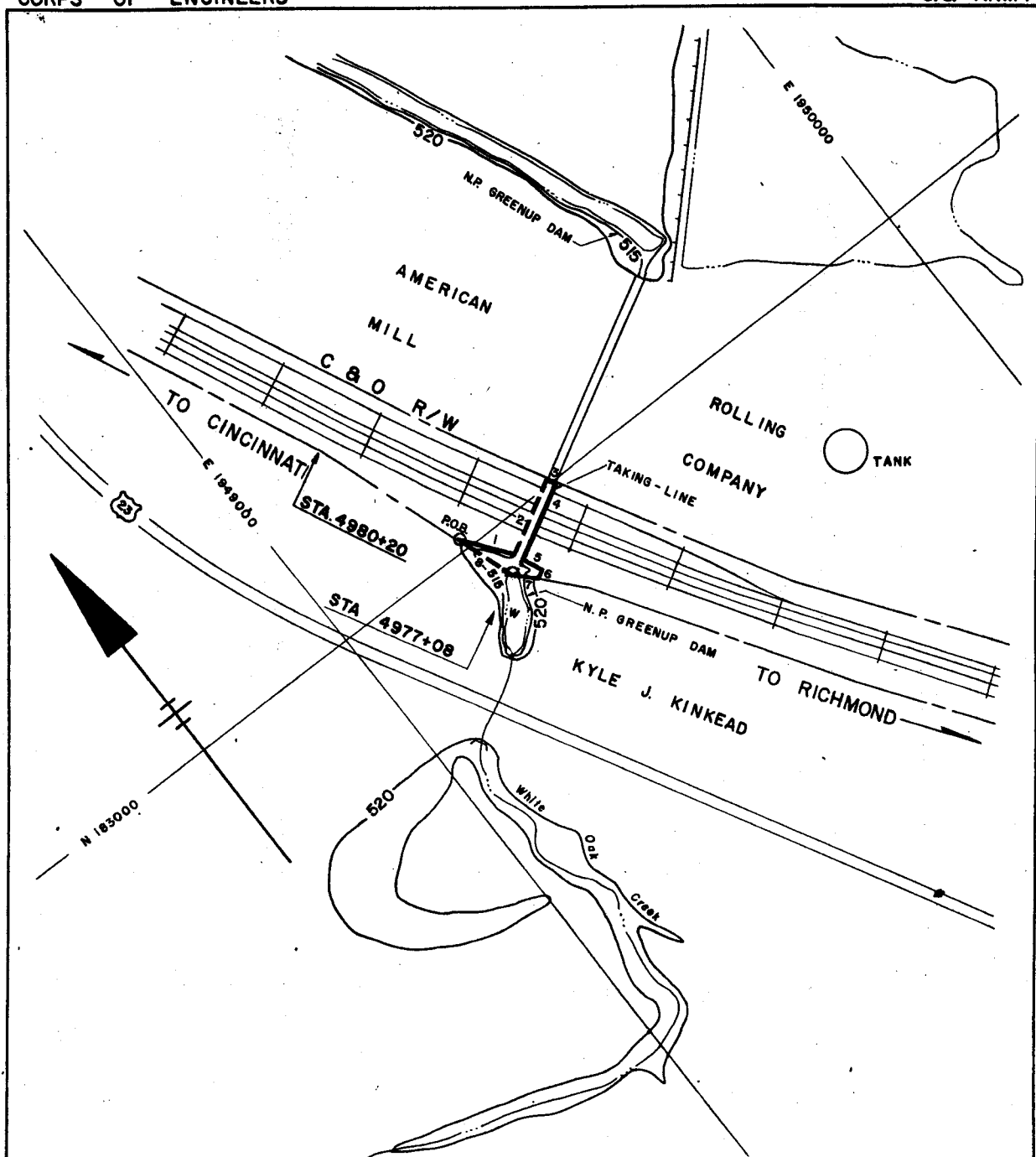
COURSE NO.	DIST.	BEARING
1	10114	S 14° 19' E
2	8491	N 32° 00' W
3	3280	N 37° 34' E

Above E1, S15 = 0.02 Ac.
Below E1, S15 = 0.01 Ac.
Total Area = 0.03 Ac.

OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACTS
A114 E-16
A114 E-17
SCALE - 1" = 200'
U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W.VA. 1958

CORPS OF ENGINEERS

U.S. ARMY



COURSE NO.	DIST	BEARINGS
1	82.00	S 35° 45' E
2	122.40	N 61° 29' E
3	14.00	S 28° 31' E
4	122.40	S 61° 29' W
5	34.00	S 25° 14' E
6	13.45	S 59° 35' W
7	41.00	N 41° 50' W
8	91.00	N 19° 20' W
Above E1.515 = 0.02 Ac.		
Below E1.515 = 0.06 Ac.		
Total Area = 0.08 Ac.		

GREENUP COUNTY
KENTUCKY

OHIO RIVER
GREENUP LOCKS & DAM
**THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACT**
A 114 E-18

SCALE - 1" = 200'

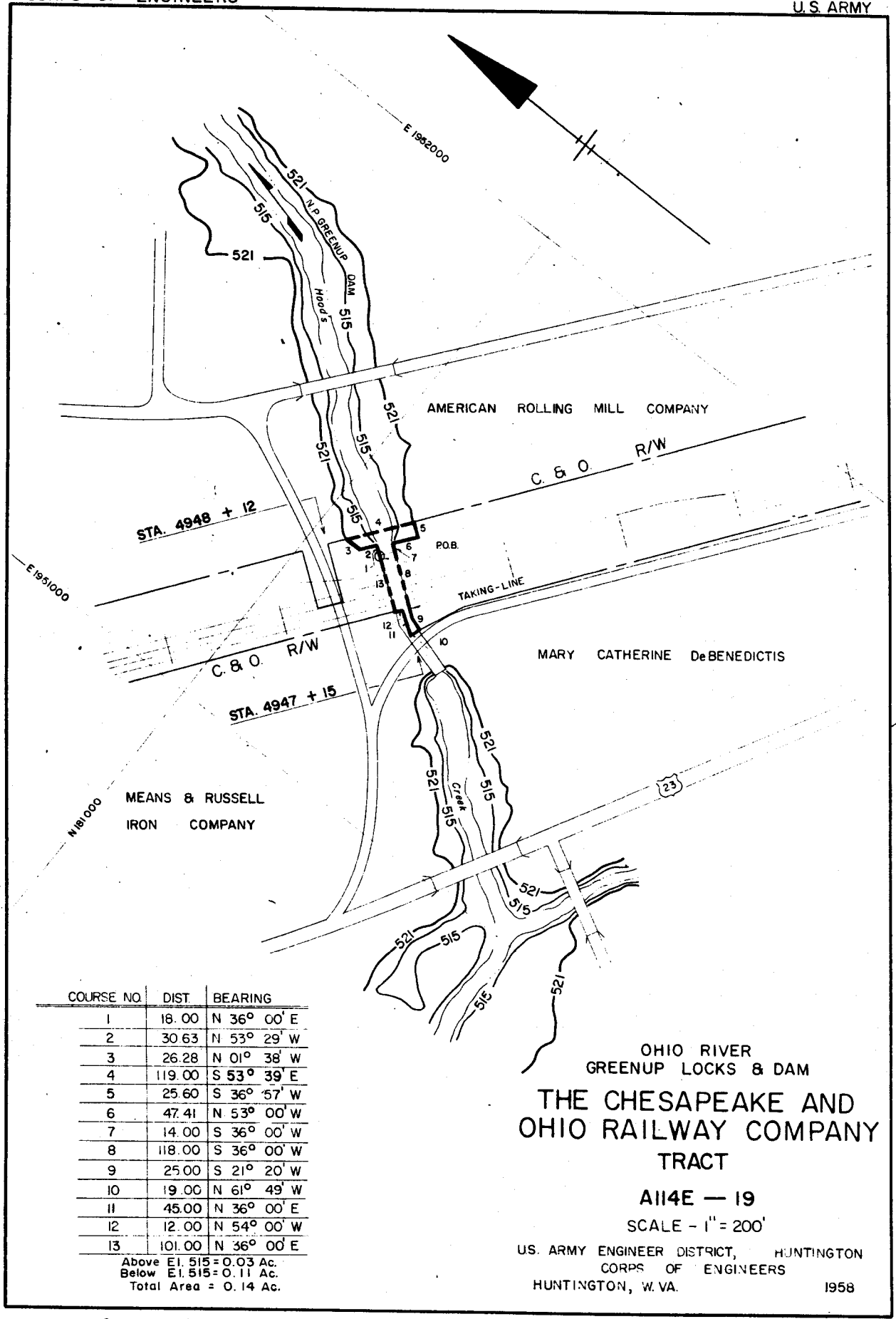
U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W.VA. 1958

Surveys and Mapping by AERO SERVICE CORPORATION - Philadelphia, Penna.

486

CORPS OF ENGINEERS

U.S. ARMY



COURSE NO.	DIST.	BEARING
1	18.00	N 36° 00' E
2	30.63	N 53° 29' W
3	26.28	N 01° 38' W
4	119.00	S 53° 39' E
5	25.60	S 36° 57' W
6	47.41	N 53° 00' W
7	14.00	S 36° 00' W
8	118.00	S 36° 00' W
9	25.00	S 21° 20' W
10	19.00	N 61° 49' W
11	45.00	N 36° 00' E
12	12.00	N 54° 00' W
13	101.00	N 36° 00' E

Above E1. 515 = 0.03 Ac.
Below E1. 515 = 0.11 Ac.
Total Area = 0.14 Ac.

OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACT

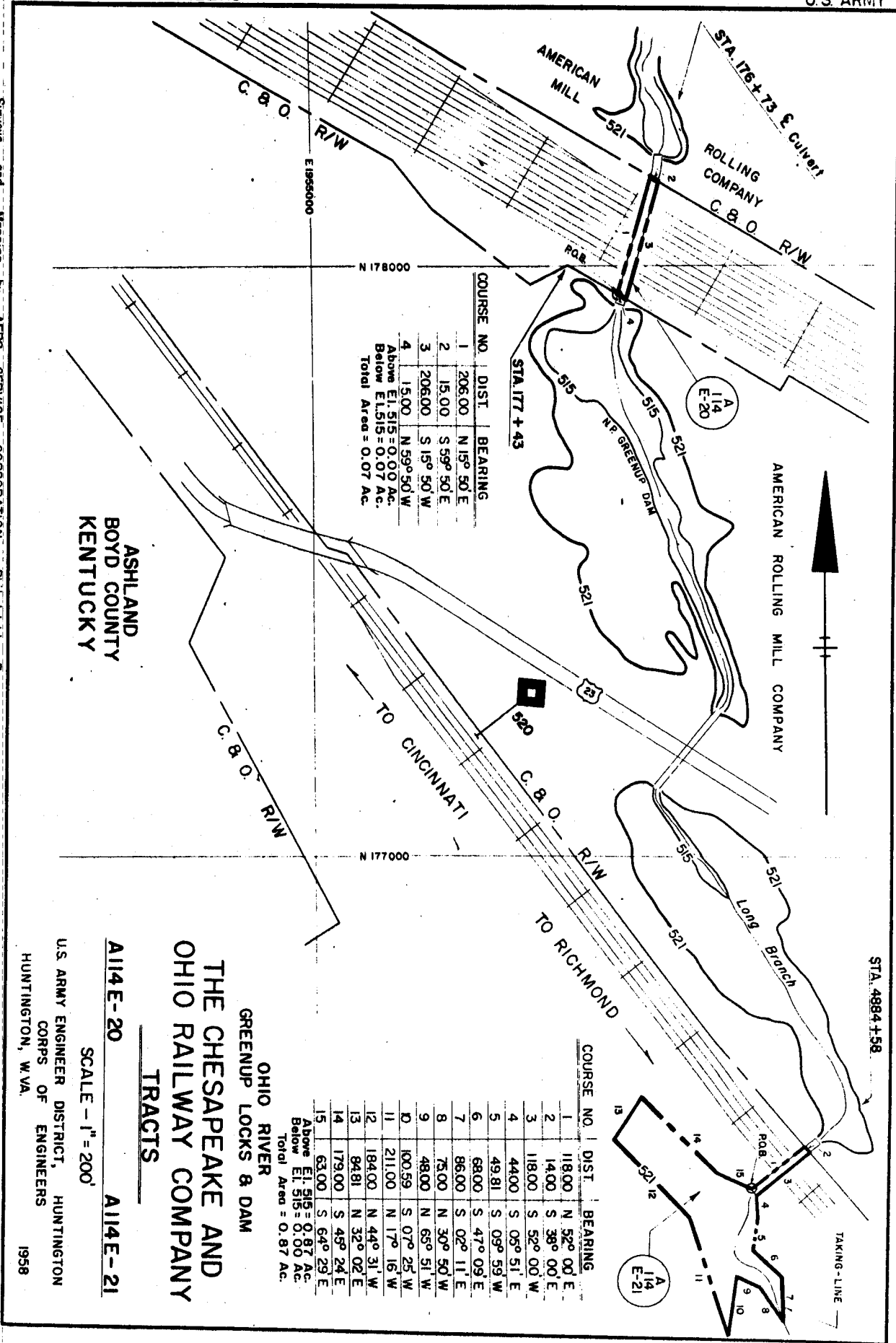
A114E — 19
SCALE — 1" = 200'

U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W. VA. 1958

CORPS OF ENGINEERS

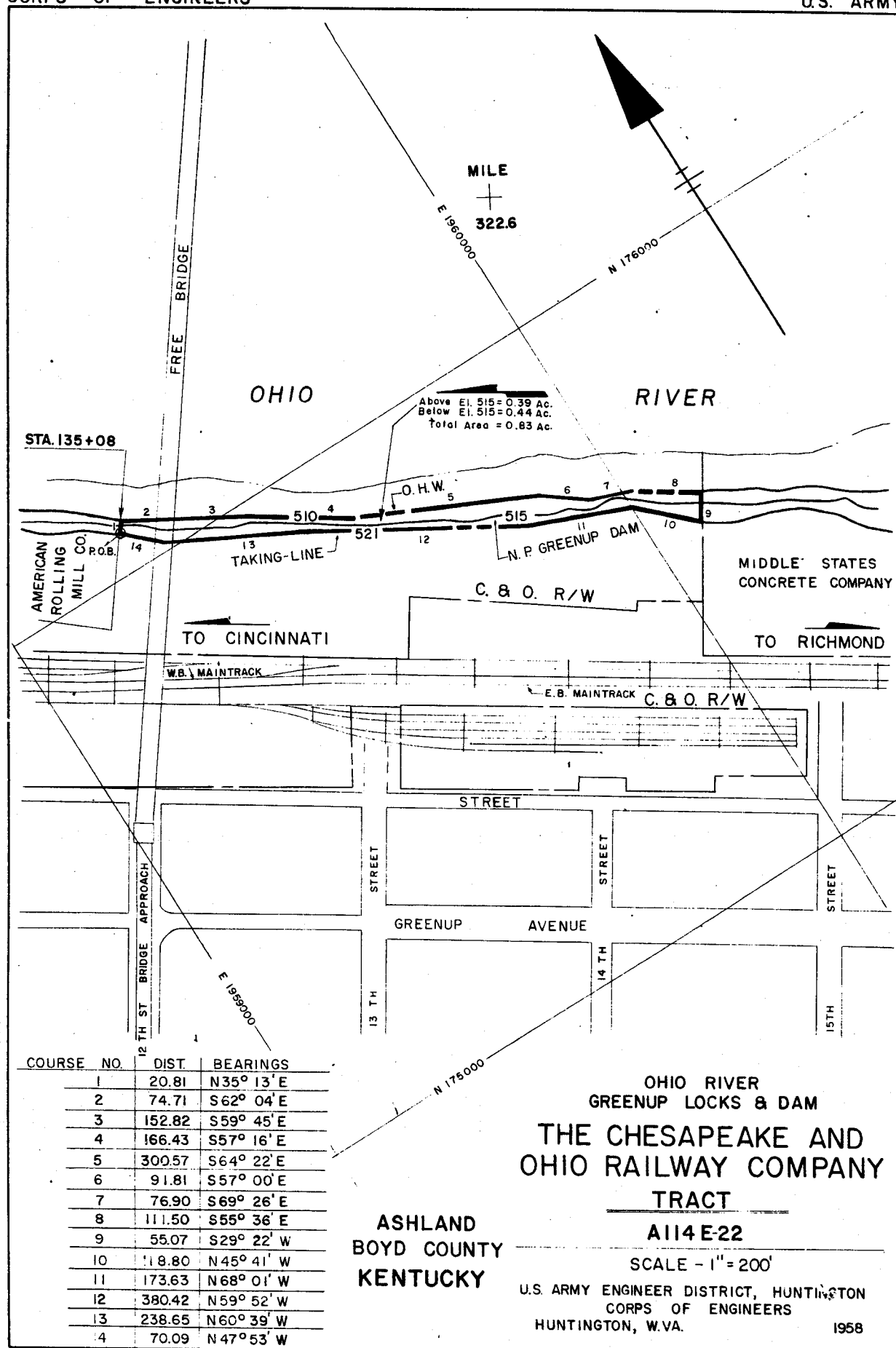
U.S. ARMY

Surveys and Mapping by AERO SERVICE CORPORATION - Philadelphia, Penna.



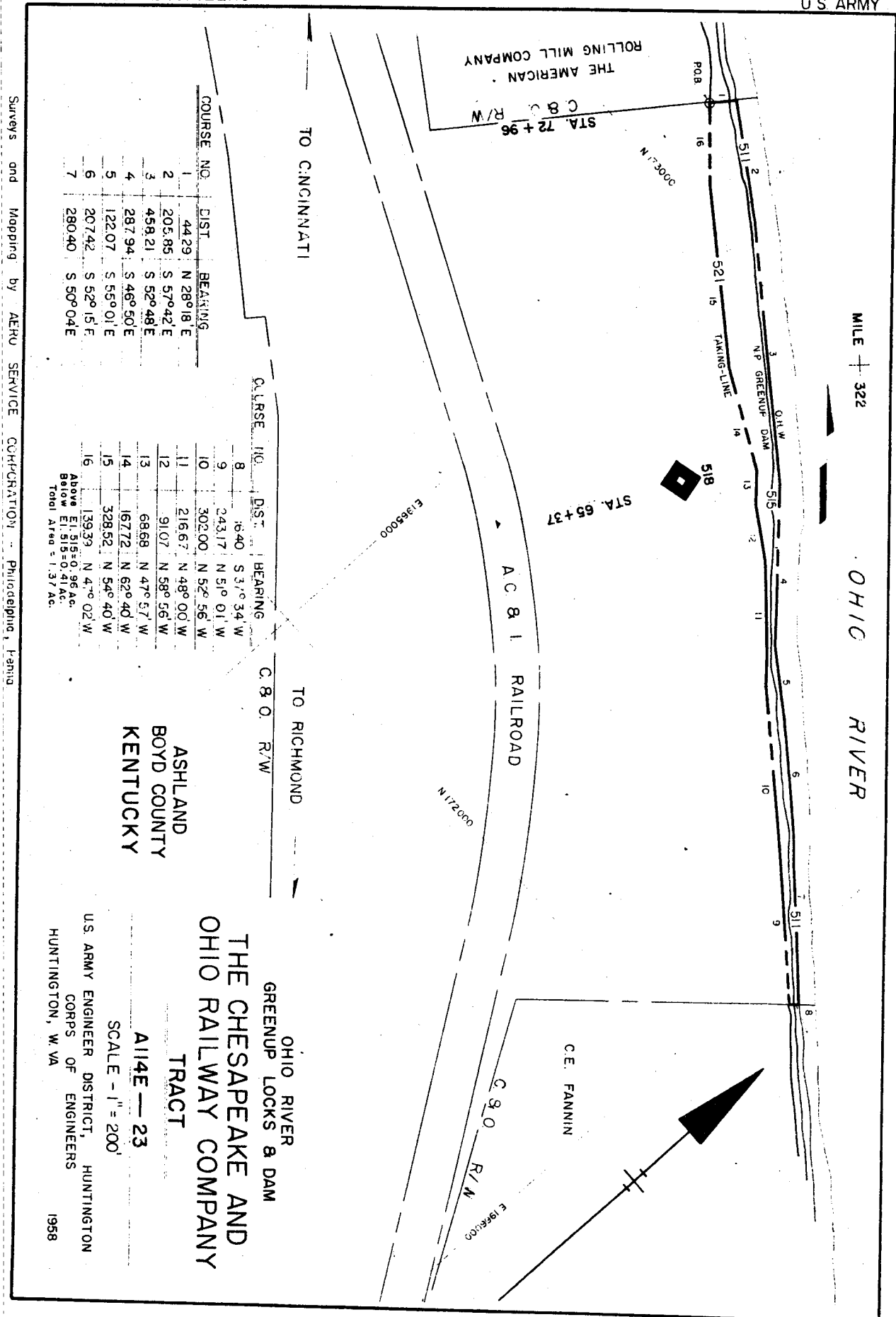
CORPS OF ENGINEERS

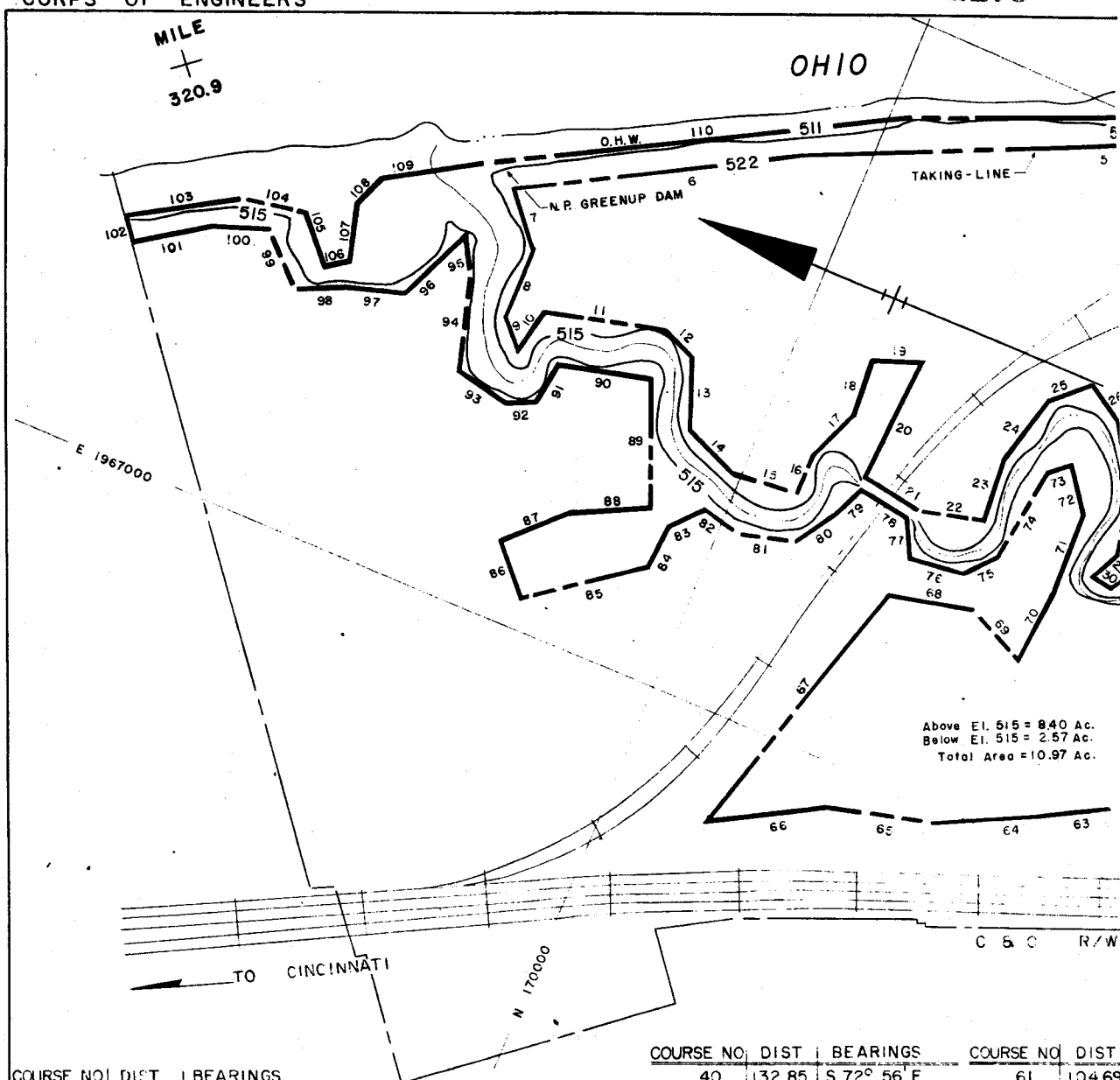
U.S. ARMY



CORPS OF ENGINEERS

U S ARMY

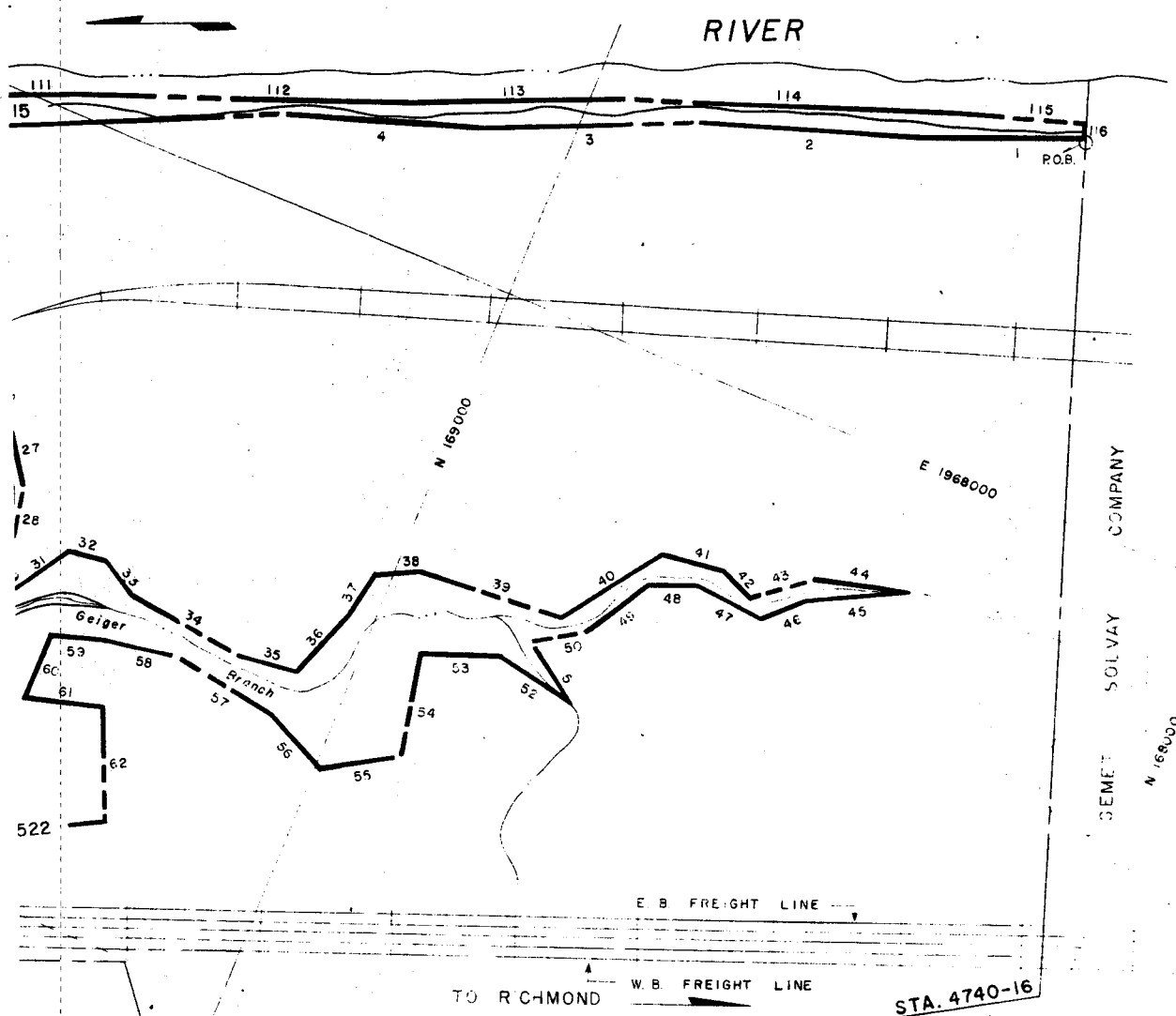




COURSE NO.	DIST.	BEARINGS
1	213.95	N 20° 48' W
2	284.60	N 18° 26' W
3	284.30	N 23° 52' W
4	236.24	N 17° 45' W
5	787.97	N 24° 41' W
6	433.29	N 28° 59' W
7	90.78	S 49° 28' W
8	100.04	N 88° 17' W
9	54.04	S 51° 01' W
10	65.12	S 79° 23' E
11	174.18	S 15° 19' E
12	49.66	S 25° 01' W
13	105.85	S 67° 48' W
14	82.35	S 24° 23' W
15	92.54	S 36° 12' E
16	85.00	DUE EAST
17	94.58	S 70° 13' E
18	70.11	N 86° 44' E
19	74.67	S 20° 23' E
20	187.60	N 85° 25' W

COURSE NO.	DIST.	BEARINGS
21	77.28	S 10° 26' W
22	101.39	S 14° 52' E
23	90.09	N 87° 27' E
24	103.08	S 75° 58' E
25	63.78	S 41° 11' E
26	57.80	S 30° 07' W
27	93.74	S 56° 18' W
28	90.80	S 78° 34' W
29	51.43	N 63° 26' W
30	31.40	S 09° 10' W
31	111.83	S 58° 09' E
32	46.27	S 06° 12' E
33	65.30	S 27° 21' W
34	147.80	S 08° 57' W
35	85.48	S 06° 03' E
36	90.14	S 70° 34' E
37	74.52	S 78° 23' E
38	57.27	S 24° 47' E
39	243.59	S 04° 00' E

COURSE NO.	DIST.	BEARINGS
40	132.85	S 72° 56' E
41	80.06	S 09° 21' E
42	55.71	S 21° 02' W
43	78.87	S 39° 21' E
44	124.92	S 17° 43' E
45	137.93	N 29° 32' W
46	60.21	N 41° 38' W
47	94.53	N 06° 04' E
48	60.17	N 21° 27' W
49	108.05	N 59° 24' W
50	69.97	N 30° 58' W
51	86.02	S 35° 32' W
52	94.37	N 09° 46' E
53	105.95	N 19° 17' W
54	136.95	S 80° 20' W
55	103.77	N 32° 00' W
56	91.24	N 26° 00' E
57	43.20	N 10° 03' E
58	95.35	N 09° 40' W
59	79.71	N 19° 48' W
60	92.00	DUE WEST
61	104.69	
62	145.91	
63	233.81	
64	152.12	
65	143.14	
66	173.28	
67	410.57	
68	120.62	
69	89.44	
70	116.97	
71	104.12	
72	68.01	
73	32.02	
74	131.53	
75	57.01	
76	78.41	
77	55.15	
78	77.28	
79	78.26	
80	38.28	
81	82.80	



BEARINGS	COURSE NO.	DIST.	BEARINGS	COURSE NO.	DIST.	BEARINGS	COURSE NO.	DIST.	BEARINGS
S 17° 13' E	82	60.88	N 14° 16' E	103	168.12	S 32° 22' E	110	612.21	S 29° 42' E
S 65° 43' W	83	57.63	N 51° 20' W	104	78.77	S 08° 02' E	111	299.24	S 23° 13' E
N 29° 45' W	84	60.21	N 85° 14' W	105	86.98	S 44° 32' W	112	520.89	S 21° 24' E
N 24° 53' W	85	179.62	N 37° 46' W	106	36.06	S 33° 41' E	113	282.31	S 22° 56' E
N 15° 24' W	86	83.45	N 45° 58' E	107	82.86	N 72° 26' E	114	387.46	S 19° 36' E
N 29° 23' W	87	99.70	S 45° 24' E	108	54.78	S 68° 35' E	115	197.01	S 18° 21' E
S 74° 10' E	88	118.53	S 27° 39' E	109	127.62	S 32° 12' E	116	22.47	S 69° 09' W
S 11° 58' E	89	181.07	N 68° 58' E						
S 26° 34' W	90	133.42	N 13° 00' W						
S 82° 38' E	91	65.38	N 83° 51' W						
N 87° 15' E	92	44.72	N 26° 34' W						
N 53° 58' E	93	79.43	N 10° 53' E						
N 38° 35' W	94	149.00	N 69° 59' E						
N 81° 15' W	95	41.00	N 77° 19' E						
N 52° 08' W	96	120.83	N 65° 33' W						
N 05° 51' W	97	89.49	N 18° 14' W						
N 67° 37' E	98	57.38	N 22° 33' W						
N 10° 26' E	99	89.94	N 41° 51' E						
N 63° 24' W	100	82.86	N 17° 34' W						
N 56° 44' W	101	103.08	N 39° 06' W						
N 17° 33' W	102	44.60	N 42° 16' E						

ASHLAND
BOYD COUNTY
KENTUCKY

OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACT
A 114 E-24

SCALE - 1" = 200

U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W.VA.

1958

CORPS OF ENGINEERS

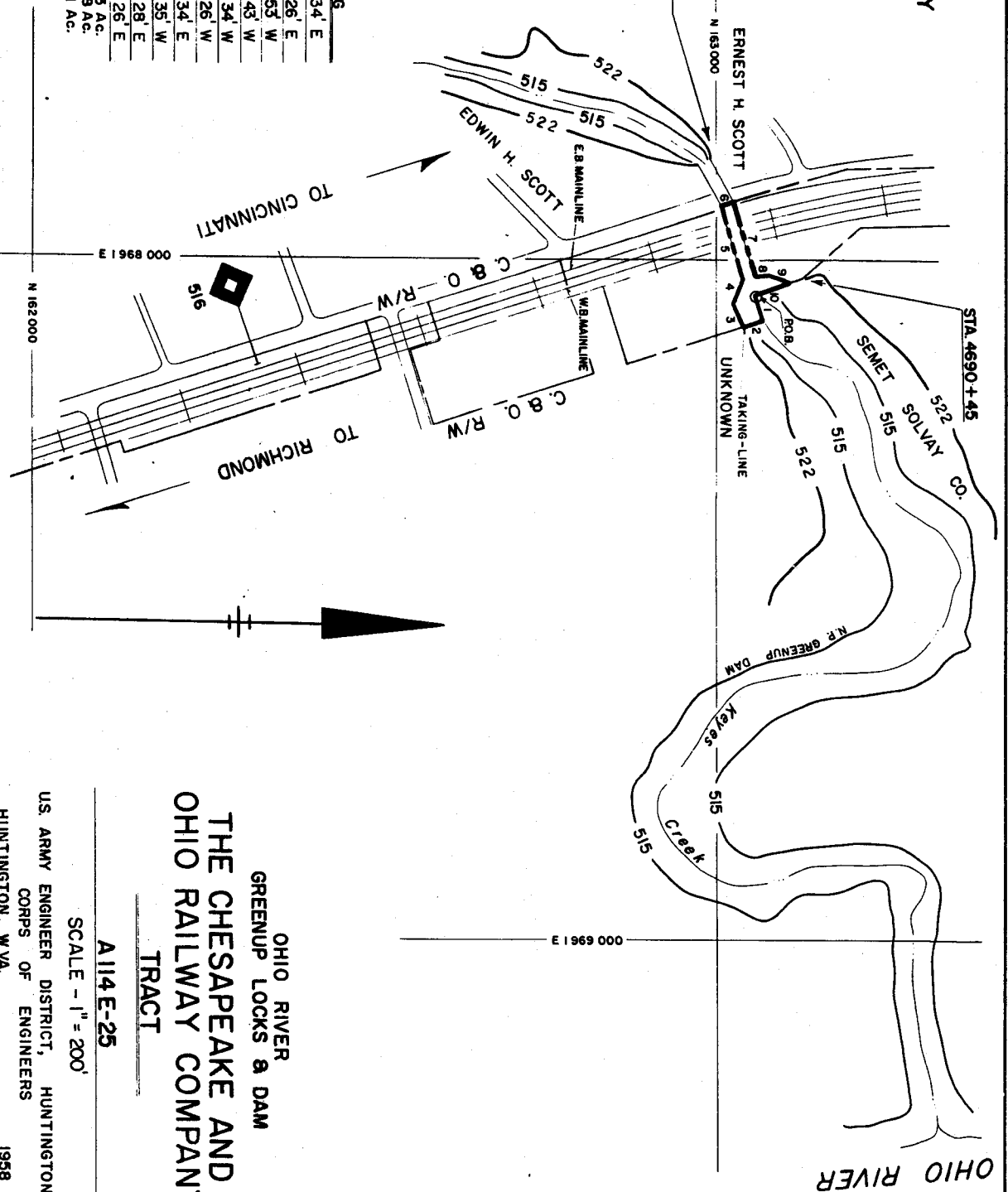
U.S. ARMY

ASHLAND
BOYD COUNTY
KENTUCKY

COURSE NO.	DIST.	BEARING
1	39.00	N 72° 34' E
2	29.00	S 17° 26' E
3	37.90	S 65° 53' W
4	35.30	N 64° 43' W
5	115.50	S 72° 34' W
6	18.00	N 17° 26' W
7	115.50	N 72° 34' E
8	20.14	N 06° 35' W
9	34.63	N 19° 28' E
10	56.00	S 17° 26' E

Above E1.515 = 0.03 Ac.
Below E1.515 = 0.08 Ac.
Total Area = 0.11 Ac.

Surveys and Mapping by AERO SERVICE CORPORATION - Philadelphia, Penna.



OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACT

A114 E-25

SCALE - 1" = 200'

U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W.VA. 1958

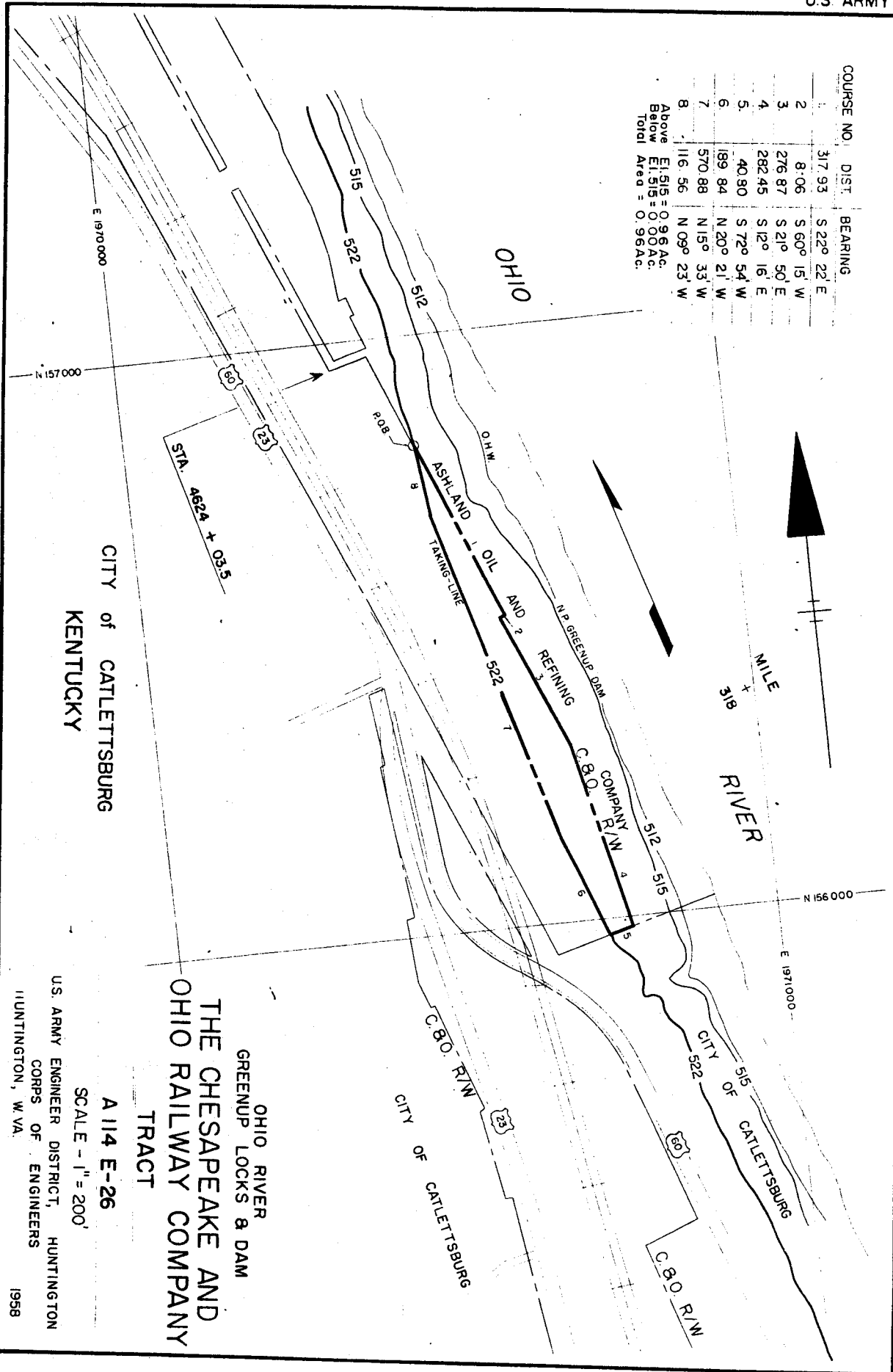
492

CORPS OF ENGINEERS

U.S. ARMY

COURSE NO.	DIST	BEARING
1	317.93	S 22° 22' E
2	8.06	S 60° 15' W
3	276.87	S 21° 50' E
4	282.45	S 12° 16' E
5	40.30	S 72° 54' W
6	189.84	N 20° 21' W
7	570.88	N 15° 33' W
8	116.56	N 09° 23' W
Above E. 515 = 0.96 Ac.		
Below E. 515 = 0.00 Ac.		
Total Area = 0.96 Ac.		

Survey and Mapping by AERO SERVICE CORPORATION - Philadelphia, Penna.



CITY of CATLETTSBURG
KENTUCKY

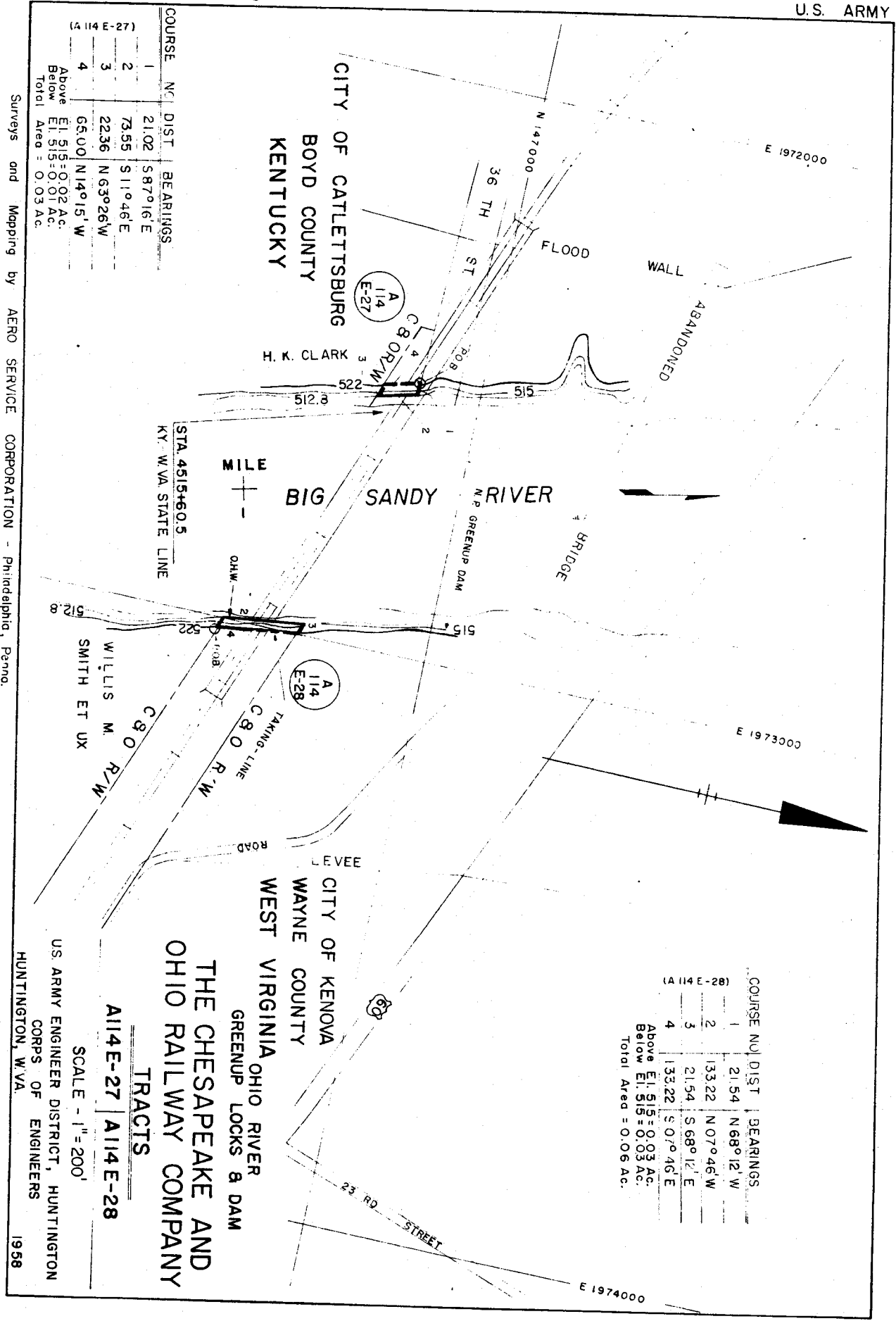
OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACT

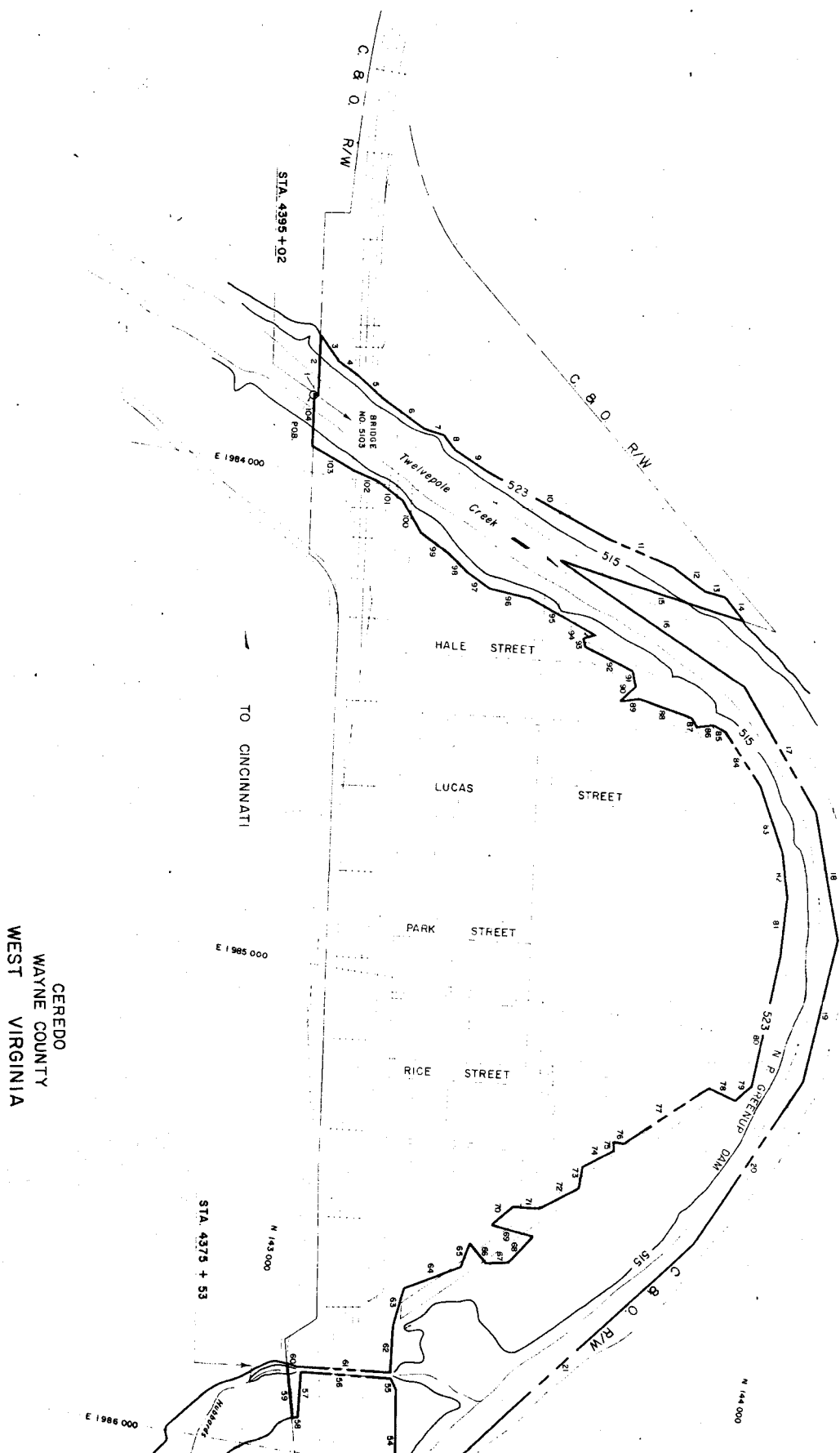
A 114 E-26
SCALE - 1" = 200'
U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W. VA.
1958

355-477
1958

CORPS OF ENGINEERS

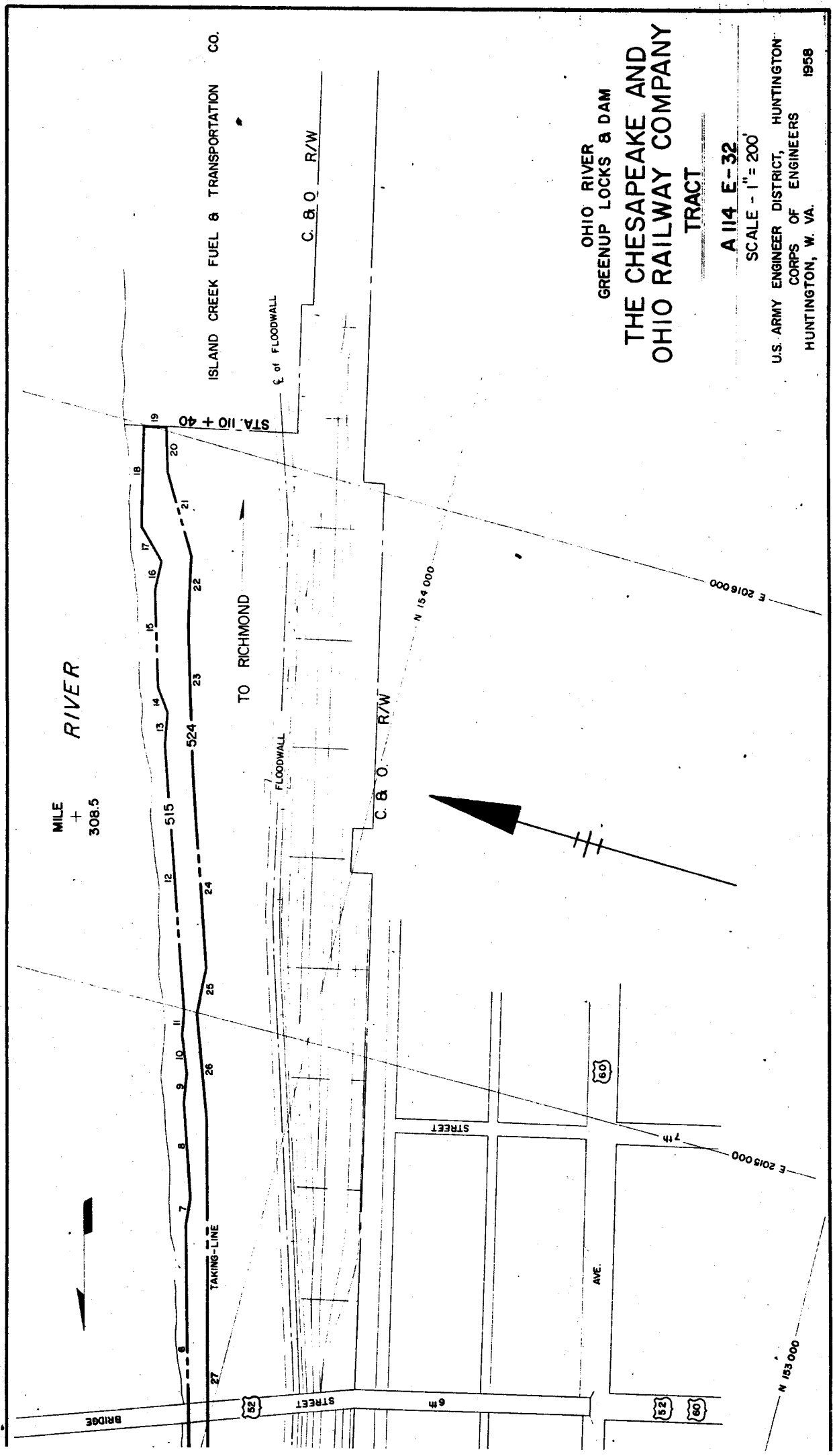
U.S. ARMY





CEREDO
WAYNE COUNTY
WEST VIRGINIA

Designed and Drawn by AERO SERVICE CORPORATION - Philadelphia, Penna.

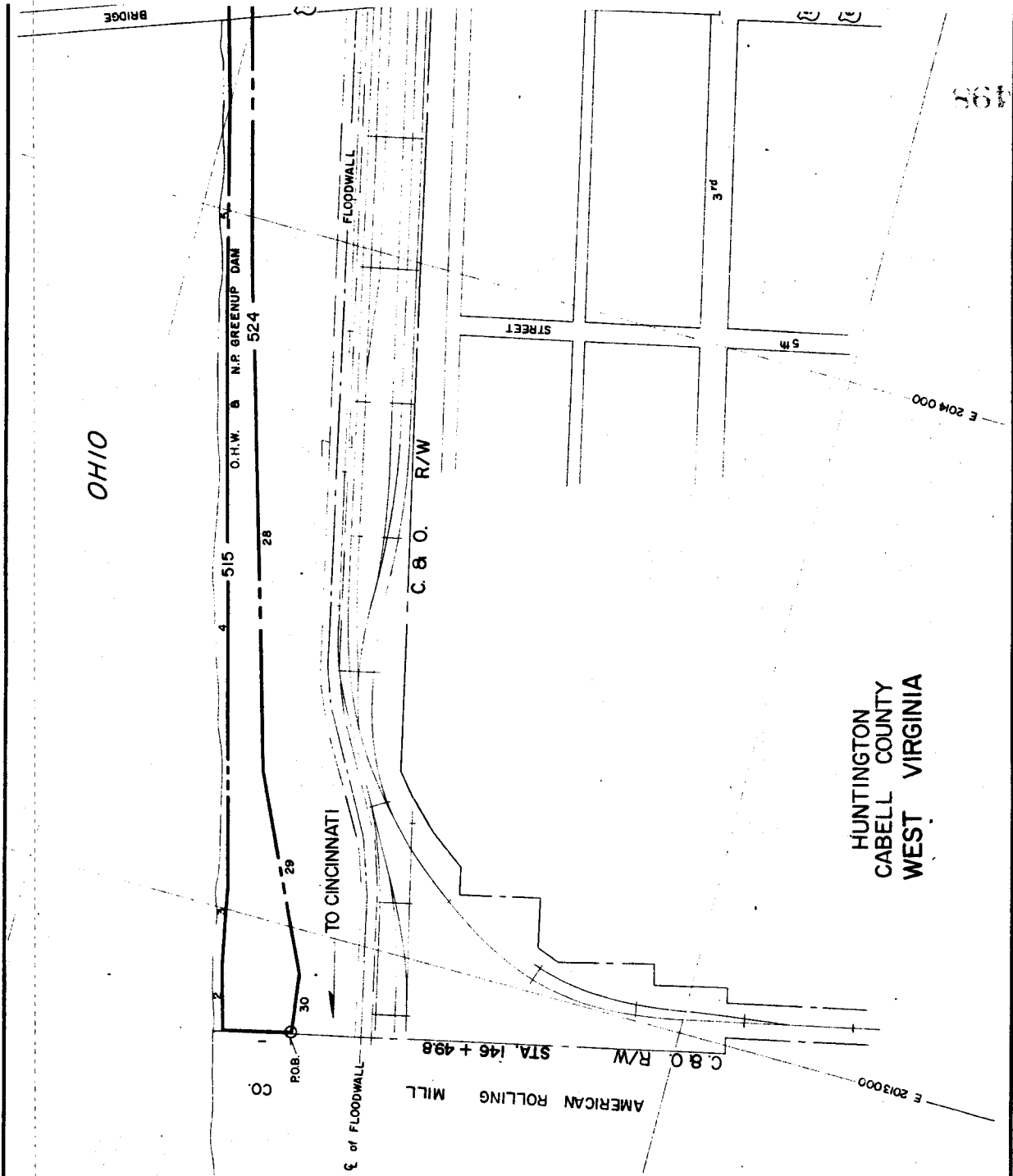


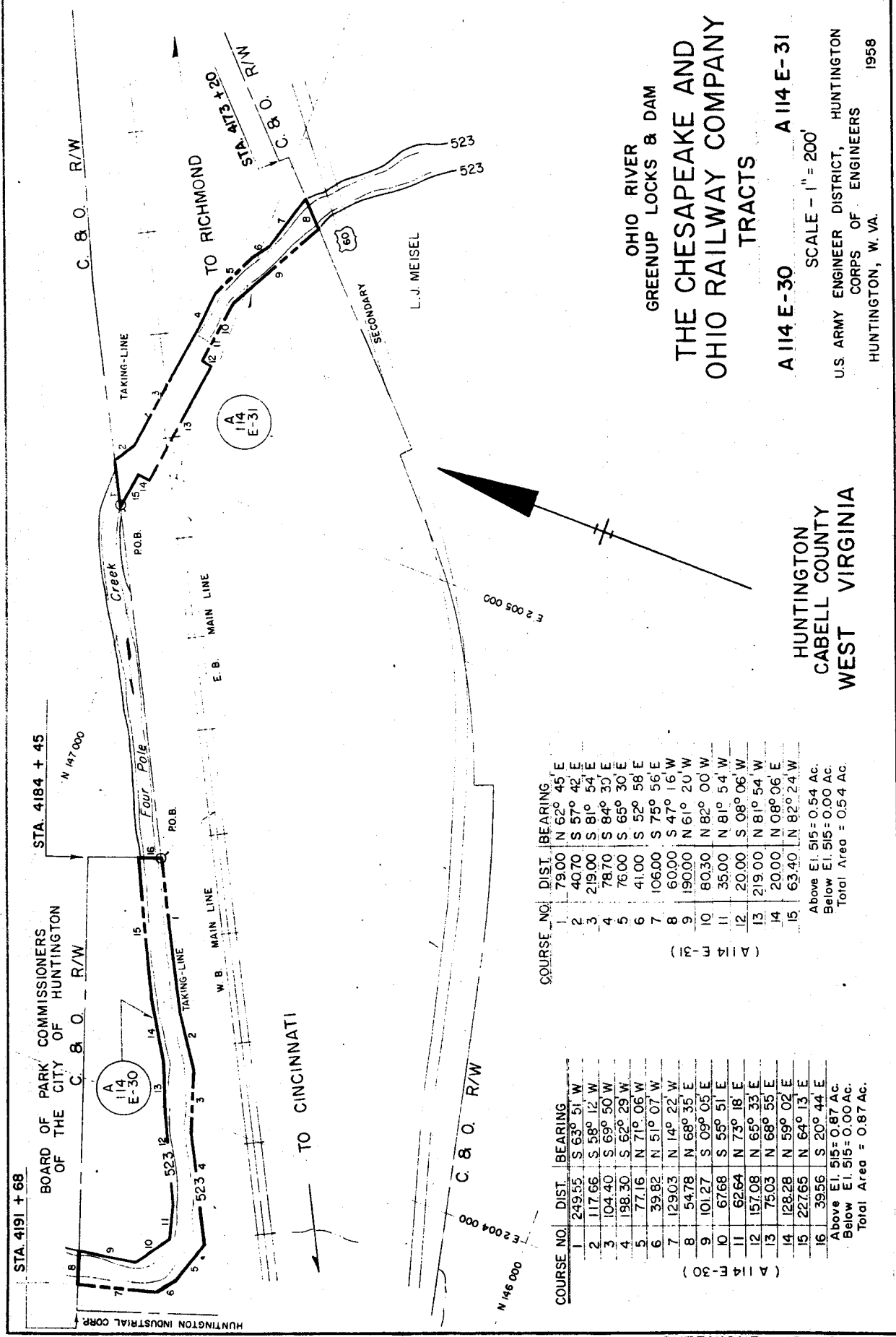
OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACT

A 114 E-32
SCALE - 1" = 200'
U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W. VA. 1958

COURSE NO.	DIST.	BEARING
1	102.11	N 14° 10' W
2	90.47	N 76° 35' E
3	122.00	N 79° 37' E
4	848.48	N 75° 07' E
5	320.16	N 75° 32' E
6	477.65	N 74° 50' E
7	49.25	N 84° 10' E
8	173.93	N 71° 34' E
9	55.90	N 79° 42' E
10	62.77	N 67° 31' E
11	50.49	N 82° 02' E
12	486.94	N 71° 34' E
13	61.00	N 79° 37' E
14	47.80	N 52° 39' E
15	180.36	N 73° 34' E
16	49.00	DUE EAST
17	70.01	N 45° 35' E
18	185.54	N 75° 58' E
19	43.29	S 06° 38' E
20	78.16	S 73° 39' W
21	160.75	S 60° 34' W
22	122.18	S 79° 09' W
23	301.14	S 73° 01' W
24	328.25	S 71° 54' W
25	80.22	S 85° 43' W
26	198.92	S 70° 56' W
27	896.73	S 75° 12' W
28	765.24	S 73° 50' W
29	304.81	S 65° 47' W
30	85.59	S 83° 17' W

Above E1.515 = 3.61 Ac.
Below E1.515 = 0.00 Ac.
Total Area = 3.61 Ac.





US ARMY
CORPS OF ENGINEERS

COURSE NO.	DIST.	BEARING
1	79.00	N 62° 45' E
2	40.70	S 57° 42' E
3	219.00	S 81° 54' E
4	78.70	S 84° 30' E
5	76.00	S 65° 30' E
6	41.00	S 52° 58' E
7	106.00	S 75° 56' E
8	60.00	S 47° 16' W
9	190.00	N 61° 20' W
10	80.30	N 82° 00' W
11	35.00	N 81° 54' W
12	20.00	S 08° 06' W
13	219.00	N 81° 54' W
14	20.00	N 08° 06' E
15	63.40	N 82° 24' W

Above E1.515 = 0.54 Ac.
Below E1.515 = 0.00 Ac.
Total Area = 0.54 Ac.

COURSE NO.	DIST.	BEARING
1	249.55	S 63° 51' W
2	117.66	S 58° 12' W
3	104.40	S 69° 50' W
4	198.30	S 62° 29' W
5	77.16	N 71° 06' W
6	39.82	N 51° 07' W
7	129.03	N 14° 22' W
8	54.78	N 68° 35' E
9	101.27	S 09° 05' E
10	67.68	S 55° 51' E
11	62.64	N 73° 18' E
12	157.08	N 65° 35' E
13	75.03	N 68° 55' E
14	128.28	N 59° 02' E
15	227.65	N 64° 13' E
16	39.56	S 20° 44' E

Above E1.515 = 0.87 Ac.
Below E1.515 = 0.00 Ac.
Total Area = 0.87 Ac.

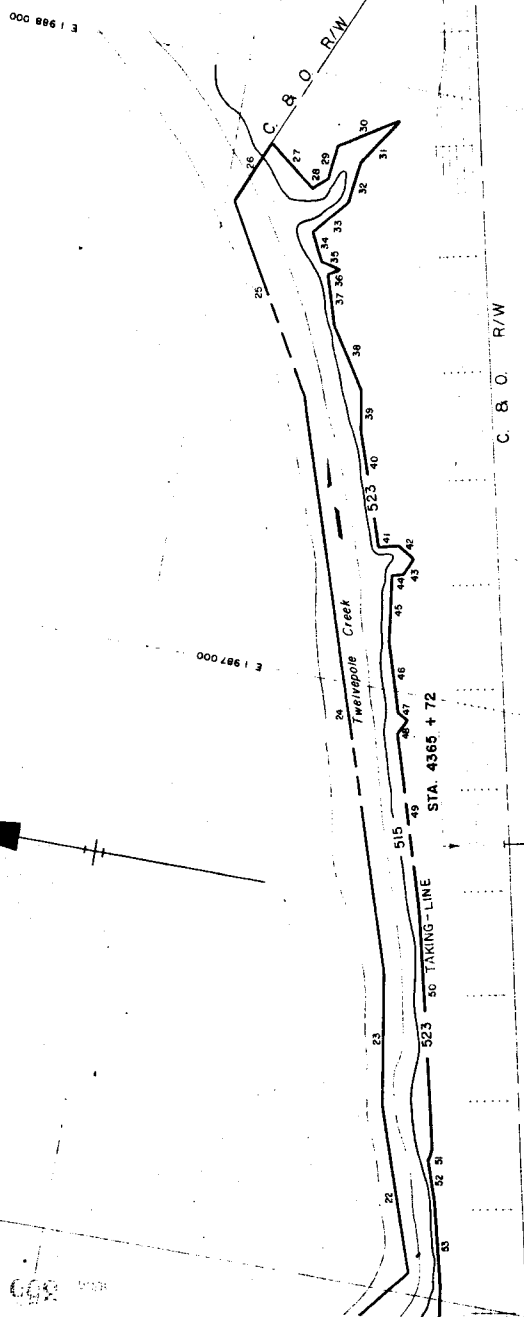
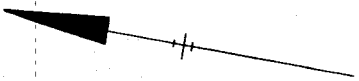
HUNTINGTON
CABELL COUNTY
WEST VIRGINIA

OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACTS

A 114 E-30
A 114 E-31

SCALE - 1" = 200'

U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W. VA. 1958



TO RICHMOND

OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACT

A 114 E-29
SCALE - 1" = 200'

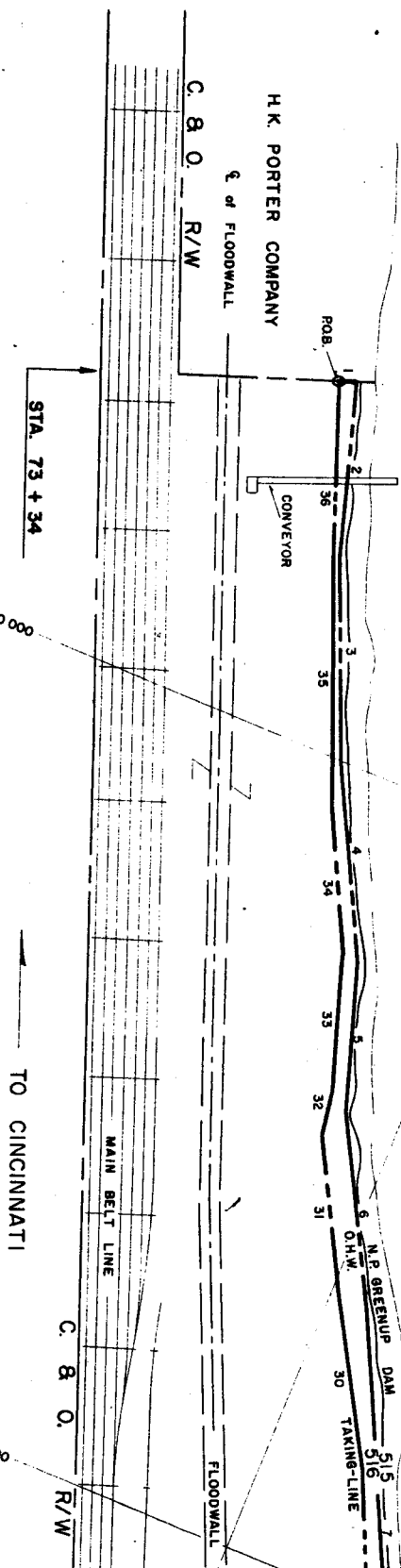
U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W.VA. 1958

COURSE NO.	DIST.	BEARING	COURSE NO.	DIST.	BEARING	COURSE NO.	DIST.	BEARING	COURSE NO.	DIST.	BEARING
1	700	N 26° 35' E	27	105.00	S 38° 40' W	52	183.00	S 75° 48' W	79	48.00	N 50° 36' W
2	126.00	S 82° 50' W	28	31.59	S 39° 45' E	53	184.00	S 81° 36' W	80	26.00	N 86° 22' W
3	59.00	N 47° 30' E	29	60.00	S 83° 10' E	54	24.00	S 56° 20' W	81	132.00	N 87° 28' W
4	50.00	N 28° 25' E	30	113.00	S 32° 45' E	55	186.50	S 06° 00' E	82	92.00	S 75° 22' W
5	76.00	N 35° 00' E	31	90.00	N 54° 15' W	56	94.00	N 85° 52' E	83	142.00	S 62° 53' W
6	102.00	N 28° 04' E	32	78.00	N 82° 16' W	57	11.94	S 16° 33' E	84	31.00	S 48° 09' W
7	41.08	N 13° 17' E	33	74.00	N 50° 00' W	58	116.00	S 76° 09' W	85	30.86	S 18° 02' E
8	39.00	N 41° 36' E	34	51.00	S 64° 40' W	59	27.05	N 11° 11' E	86	30.91	S 20° 47' E
9	99.00	N 23° 31' E	35	40.92	S 12° 27' W	60	186.50	N 06° 30' W	87	20.00	S 54° 44' W
10	268.00	N 19° 04' E	36	21.25	N 33° 52' W	61	9.00	S 84° 04' W	88	18.00	S 11° 02' E
11	141.00	N 13° 50' E	37	89.00	S 73° 42' W	62	83.00	N 89° 08' W	89	42.93	S 18° 32' E
12	87.00	N 28° 31' E	38	119.00	S 56° 26' W	63	124.00	N 30° 11' W	90	47.00	N 50° 20' W
13	46.00	N 07° 32' E	39	68.00	S 81° 00' W	64	55.00	N 77° 53' W	91	32.00	S 71° 04' W
14	63.00	N 42° 52' E	40	195.00	S 71° 20' W	65	53.00	N 48° 42' E	92	111.00	S 18° 27' W
15	408.00	S 08° 34' W	41	36.97	S 13° 45' E	66	46.01	N 10° 33' W	93	19.00	S 73° 10' W
16	46.00	N 26° 30' E	42	33.00	S 29° 30' W	67	76.00	N 55° 04' W	94	24.00	N 26° 14' W
17	295.00	N 51° 25' E	43	29.00	N 65° 36' W	68	91.00	S 04° 41' W	95	152.00	S 20° 27' W
18	209.00	N 71° 10' E	44	21.2	N 24° 29' W	69	60.00	N 47° 28' W	96	80.00	S 05° 36' W
19	33.00	S 84° 25' E	45	12.00	S 82° 16' W	70	54.91	N 08° 26' W	97	63.00	S 26° 22' W
20	405.00	S 64° 40' E	46	122.00	S 72° 24' W	71	93.00	N 37° 11' W	98	41.00	S 35° 00' W
21	75.00	S 52° 00' E	47	19.00	S 30° 32' W	72	30.00	N 88° 32' W	99	78.00	S 27° 46' W
22	295.00	N 71° 10' E	48	29.10	N 63° 46' W	73	75.00	N 37° 46' W	100	82.00	S 50° 04' W
23	222.00	N 80° 20' E	49	300.00	S 72° 45' W	74	16.00	S 78° 15' W	101	60.00	S 28° 45' W
24	968.00	N 72° 20' E	50	39.00	S 76° 52' W	75	17.00	N 03° 26' W	102	61.55	S 16° 19' W
25	351.00	N 64° 00' E	51	27.00	N 79° 54' W	76	208.00	N 42° 04' W	103	90.00	S 21° 36' W
26	119.00	S 64° 00' E	52	4.00	S 73° 04' W	77	59.12	N 17° 07' E	104	106.00	S 82° 50' W

Above E1 515.775 AC
Below E1 515.885 AC
Total Area 116.60 AC

CORPS OF ENGINEERS

Surveys and Mapping by AERO SERVICE CORPORATION -- Philadelphia, Penna.



COURSE NO.	DIST.	BEARING
1	23.26	N 25° 28' W
2	232.77	N 72° 30' E
3	256.26	N 68° 14' E
4	261.20	N 62° 39' E
5	196.45	N 73° 08' E
6	259.06	N 61° 39' E
7	602.81	N 64° 09' E
8	67.00	Due East
9	85.21	N 54° 04' E
10	162.52	N 75° 01' E
11	102.46	N 71° 13' E
12	254.23	N 67° 34' E

COURSE NO.	DIST.	BEARING
13	340.83	N 62° 23' E
14	68.18	N 85° 48' E
15	456.95	N 66° 48' E
16	26.25	S 17° 45' E
17	126.29	S 69° 08' W
18	30.81	S 35° 45' W
19	212.43	S 63° 26' W
20	108.24	S 73° 55' W
21	66.75	S 81° 23' W
22	151.92	S 69° 11' W
23	295.87	S 65° 52' W
24	123.47	S 61° 59' W

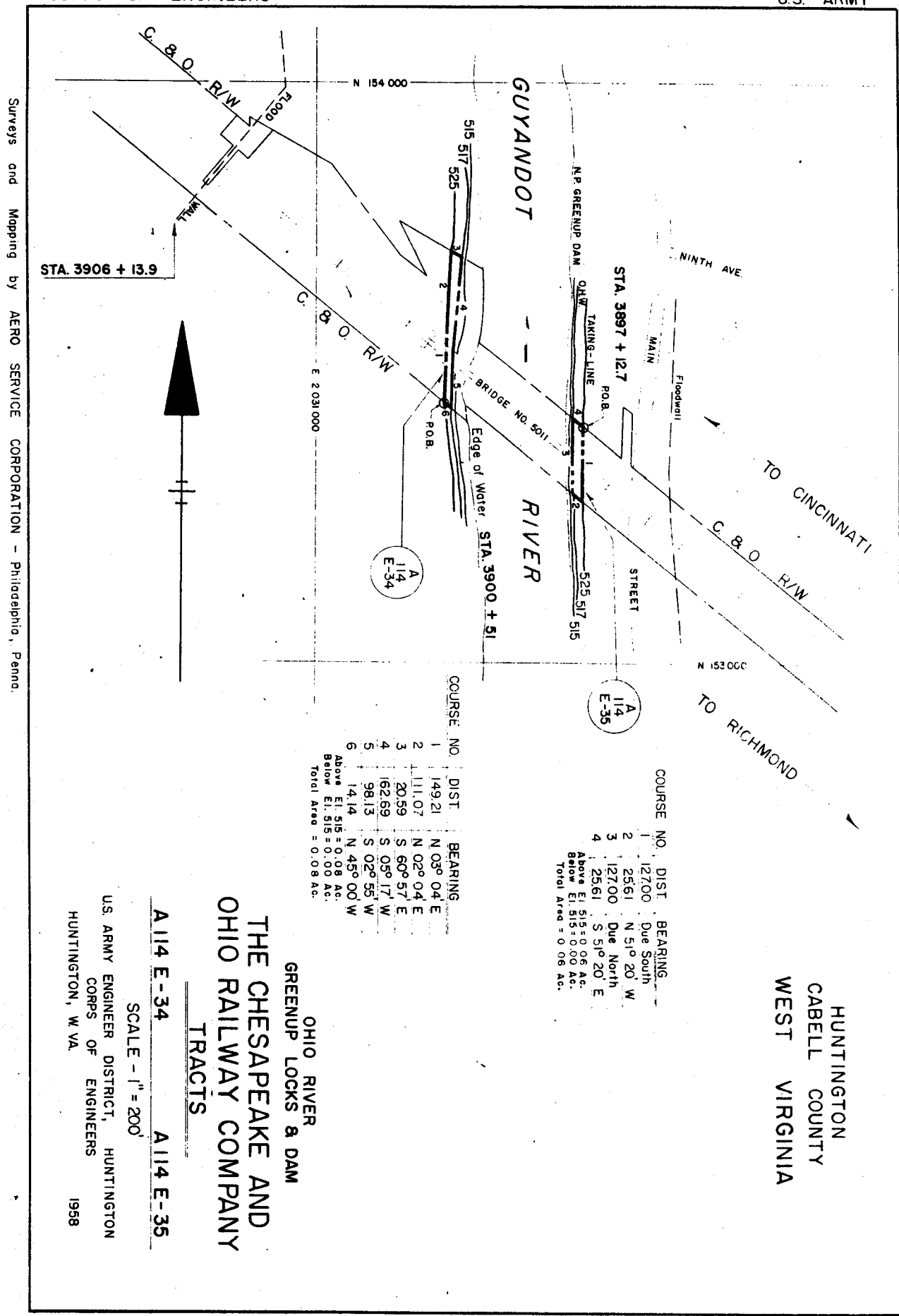
COURSE NO.	DIST.	BEARING
25	141.89	S 76° 33' W
26	160.08	S 67° 36' W
27	57.45	S 31° 29' W
28	65.00	N 75° 45' W
29	429.29	S 65° 57' W
30	234.44	S 59° 30' W
31	198.13	S 62° 40' W
32	54.59	S 81° 34' W
33	181.23	S 72° 40' W
34	183.81	S 63° 09' W
35	328.32	S 67° 49' W
36	219.16	S 70° 49' W

Above El. 515 = 2.01 Ac.
Below El. 515 = 0.00 Ac.
Total Area = 2.01 Ac.

500

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WES**

CORPS OF ENGINEERS U.S. ARMY



HUNTINGTON
CABELL COUNTY
WEST VIRGINIA

OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACTS

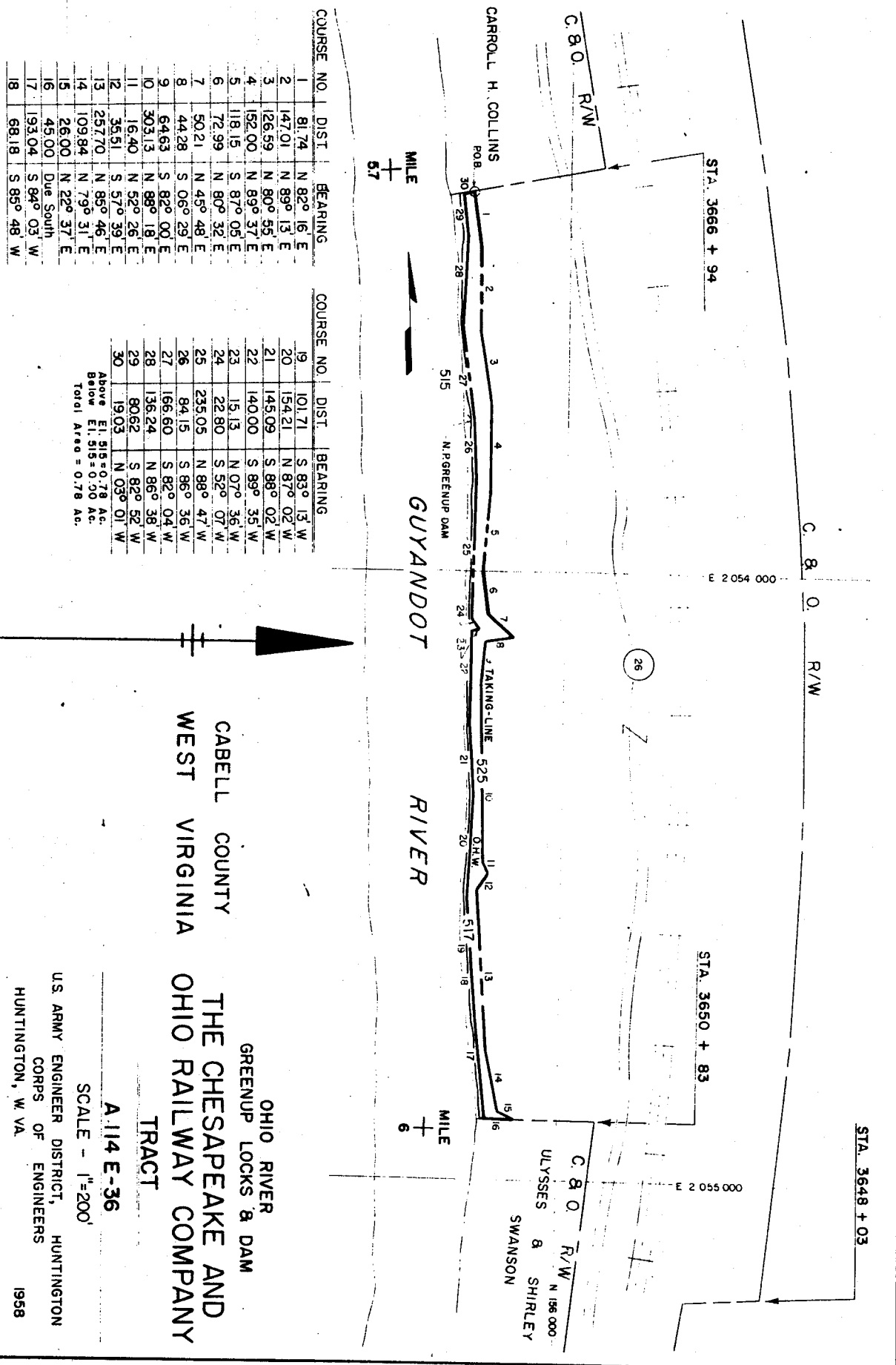
A 114 E-34 A 114 E-35
SCALE - 1" = 200'
U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W. VA. 1958

Surveys and Mapping by AERO SERVICE CORPORATION - Philadelphia, Penna.

502

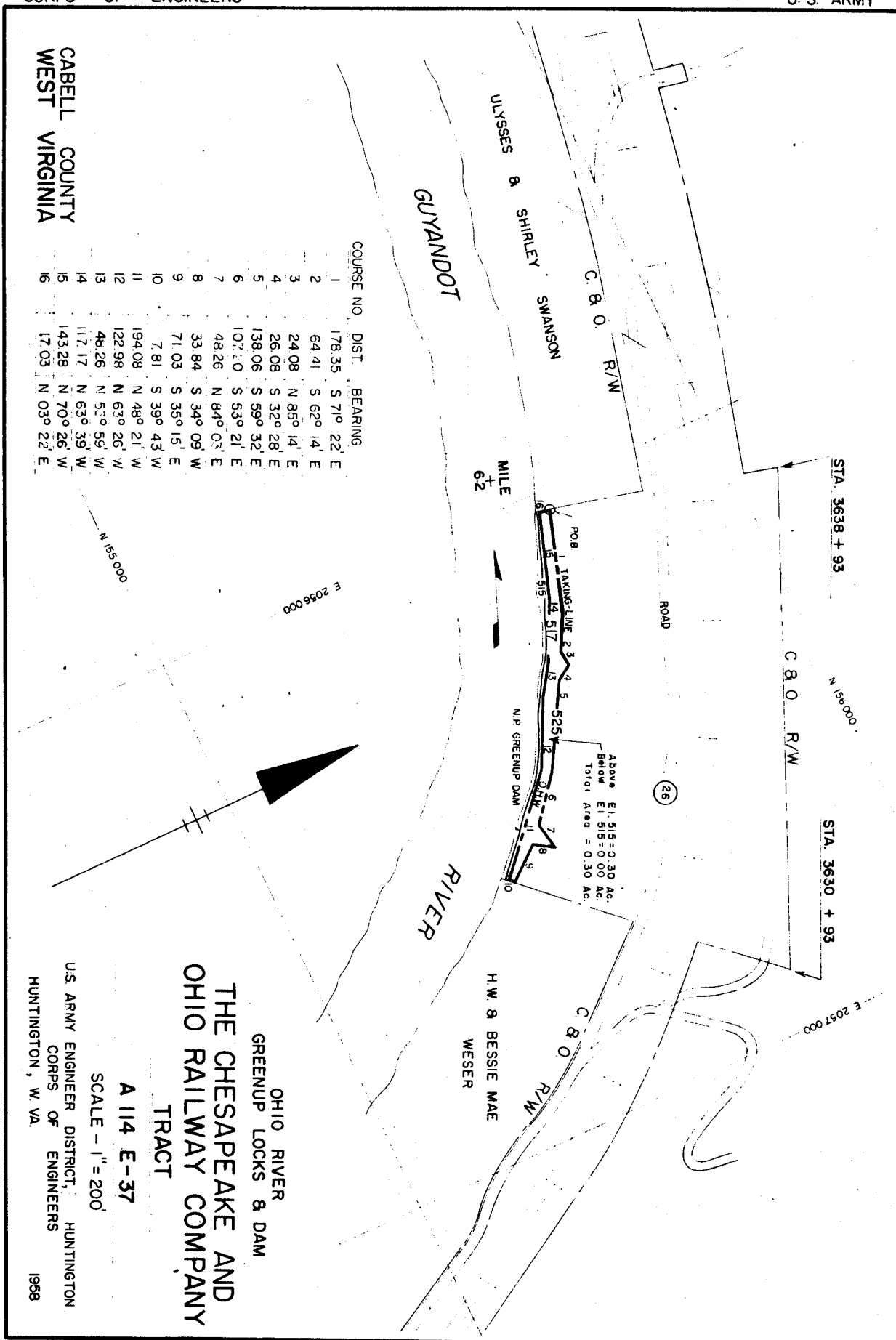
CORPS OF ENGINEERS

U.S. ARMY

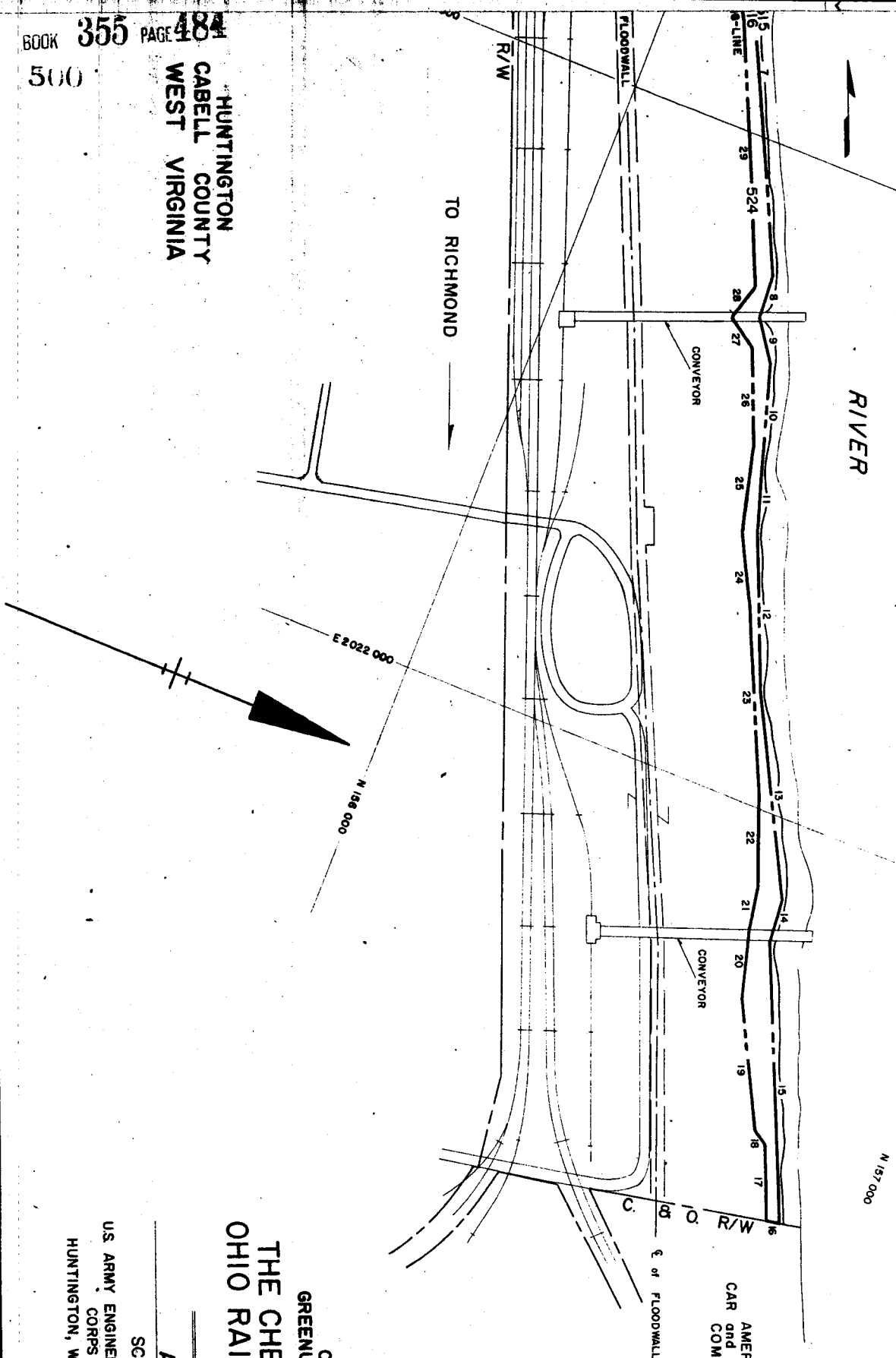


Surveys and Mapping by AERO SERVICE CORPORATION - Philadelphia, Penna.

U. S. ARMY



HUNTINGTON
CABELL COUNTY
WEST VIRGINIA



OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY

A114E-33

SCALE - 1" = 200'

U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W. VA. 1958

CORPS OF ENGINEERS

U.S. ARMY

Surveys and Mapping by AERO SERVICE CORPORATION - Philadelphia, Penna

COURSE NO.	DIST.	BEARING
1	102.44	S 62° 42' W
2	46.00	N 22° 10' W
3	75.00	S 73° 49' W
4	50.82	N 15° 06' W
5	118.00	N 60° 16' E
6	57.00	N 46° 17' E
7	128.00	S 22° 10' E

Above E1.515 ± 0.14 Ac.
Below E1.515 ± 0.23 Ac.
Total Area = 0.37 Ac.

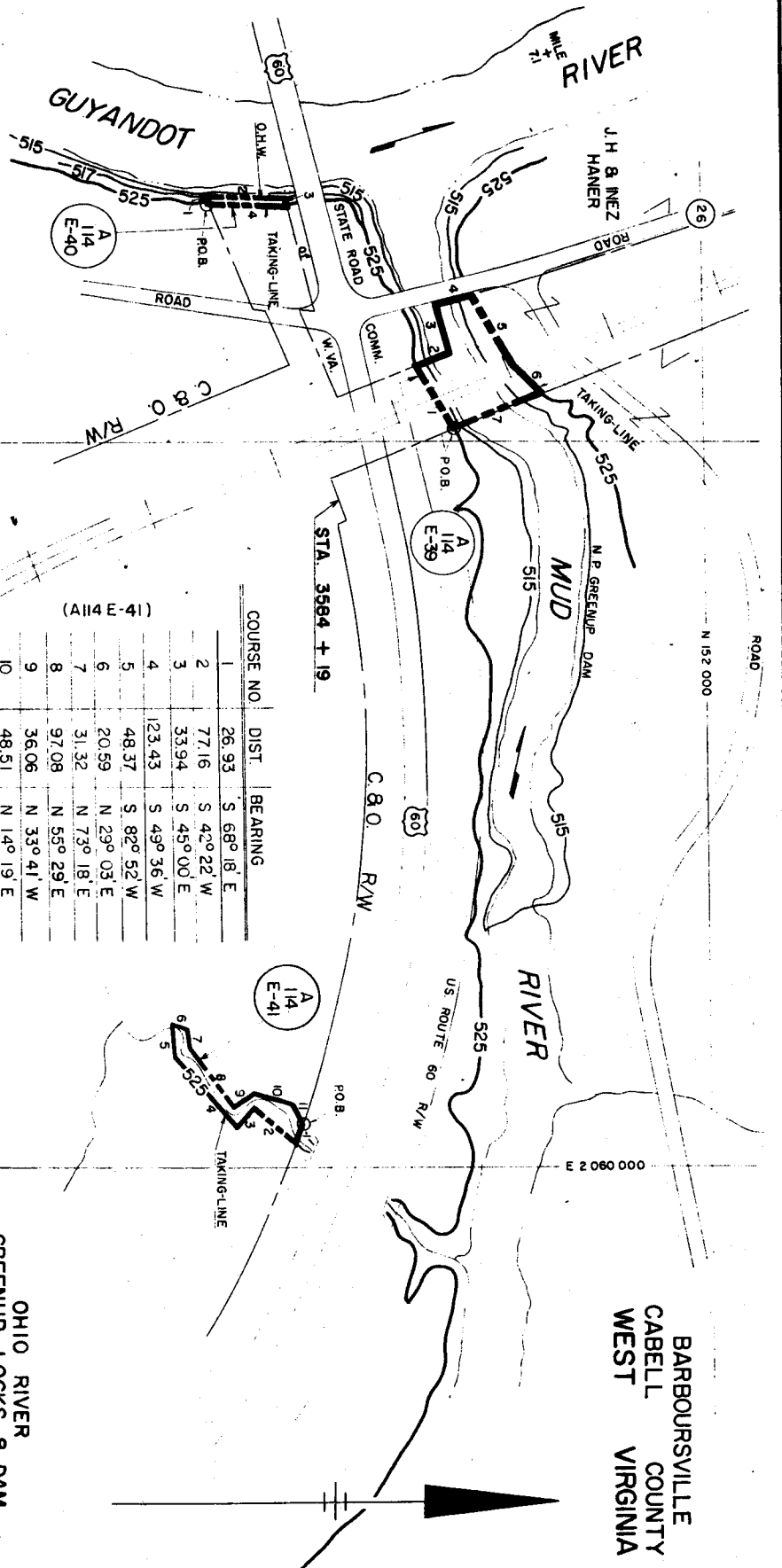
COURSE NO.	DIST.	BEARING
1	26.93	S 68° 18' E
2	77.16	S 42° 22' W
3	33.94	S 45° 00' E
4	123.43	S 49° 36' W
5	48.37	S 82° 52' W
6	20.59	N 29° 03' E
7	31.32	N 73° 18' E
8	97.08	N 55° 29' E
9	36.06	N 33° 41' W
10	48.51	N 14° 19' E
11	37.59	N 61° 23' E

Above E1.515 ± 0.12 Ac.
Below E1.515 ± 0.12 Ac.
Total Area = 0.12 Ac.

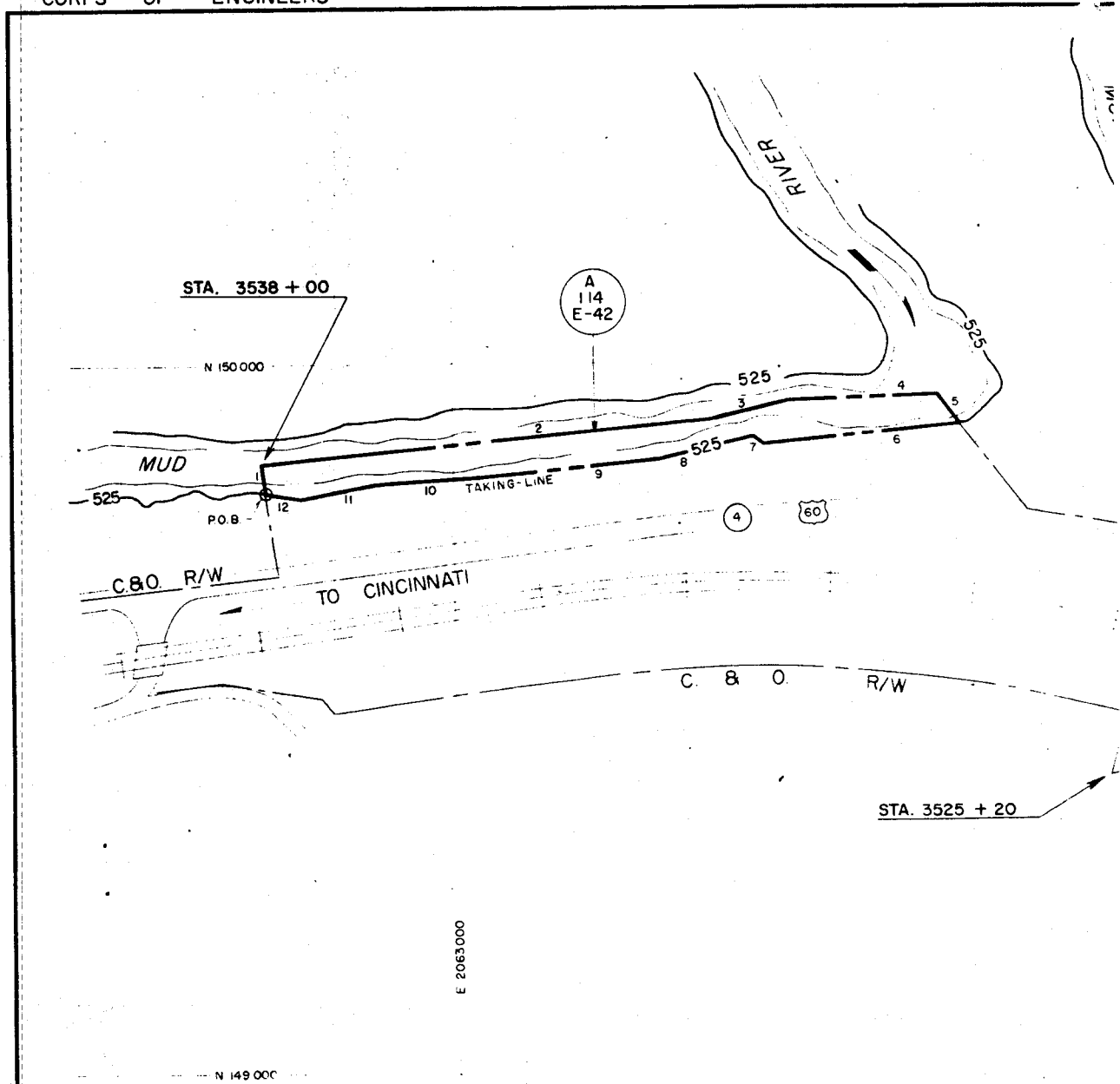
COURSE NO.	DIST.	BEARING
1	11.40	S 52° 07' W
2	108.00	Due North
3	11.40	N 74° 45' E
4	104.02	S 01° 06' W

Above E1.515 ± 0.02 Ac.
Below E1.515 ± 0.02 Ac.
Total Area = 0.02 Ac.

OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACTS
A114 E-39 A114 E-40 A114 E-41
SCALE - 1" = 200'
U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W. VA.
1958



CORPS OF ENGINEERS



COURSE NO.	DIST	BEARING
1	42.76	N 10° 47' W
2	635.84	N 84° 35' E
3	109.44	N 77° 52' E
4	210.19	N 87° 33' E
5	51.61	S 35° 32' E
6	276.13	S 84° 49' W
7	18.03	N 56° 19' W
8	143.84	S 76° 44' W
9	184.78	S 84° 43' W
10	204.55	S 86° 48' W
11	105.91	S 79° 07' W
12	50.64	N 80° 55' W

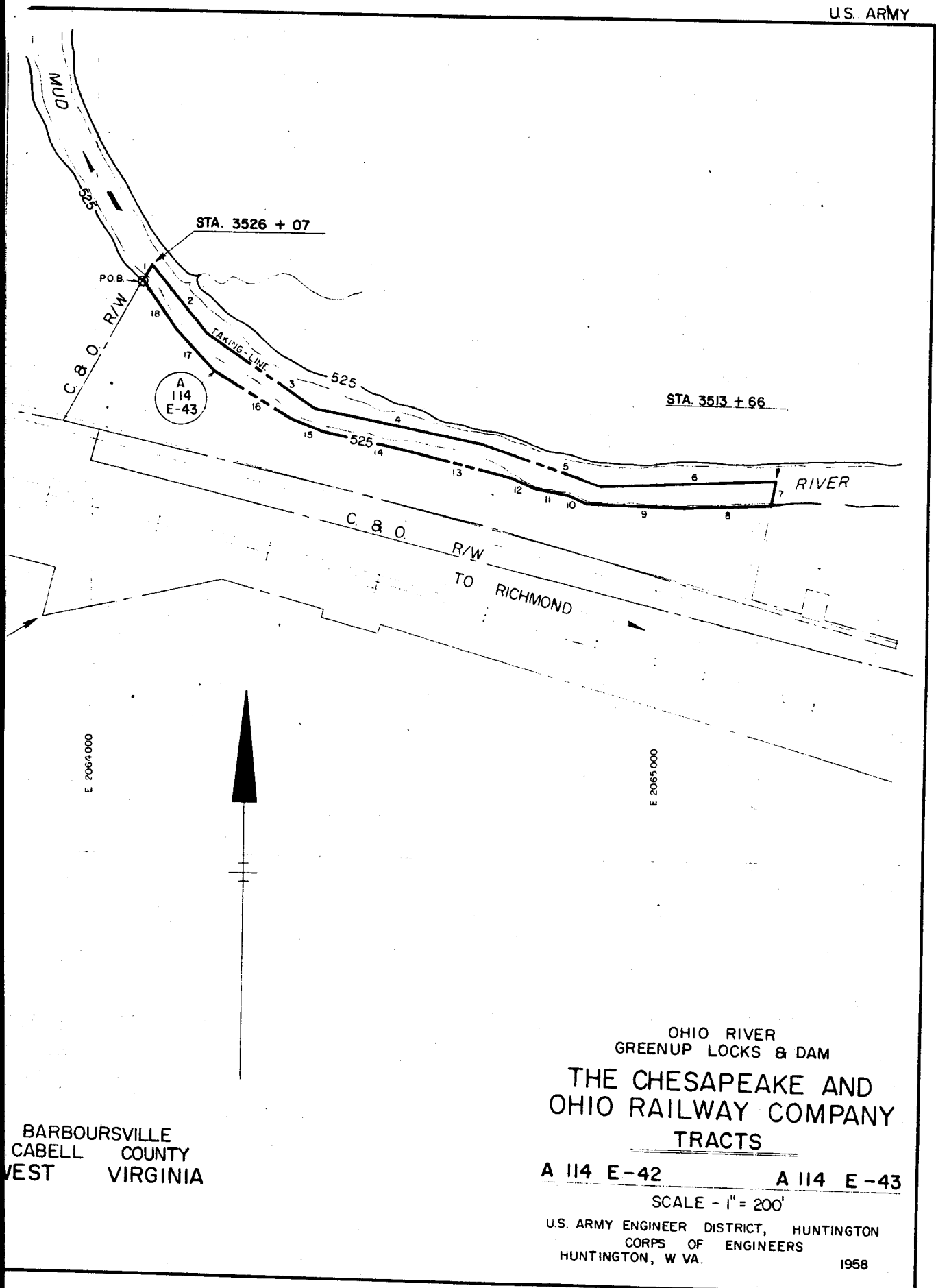
Above El. 515 = 1.06 Ac.
 Below El. 515 = 0.00 Ac.
 Total Area = 1.06 Ac.

COURSE NO.	DIST	BEARING
1	27.29	N 28° 27' E
2	153.26	S 40° 14' E
3	234.36	S 56° 19' E
4	300.84	S 78° 41' E
5	222.66	S 70° 35' E
6	310.52	N 86° 41' E
7	46.10	S 12° 32' W
8	152.12	S 87° 44' W
9	170.00	N 89° 40' W
10	36.25	N 65° 33' W
11	60.93	N 80° 32' W
12	43.46	N 66° 58' W
13	176.11	N 74° 52' W
14	168.07	N 79° 01' W
15	74.32	N 66° 12' W
16	151.27	N 58° 31' W
17	102.53	N 44° 36' W
18	101.02	N 31° 39' W

Above El. 515 = 1.14 Ac.
 Below El. 515 = 0.00 Ac.
 Total Area = 1.14 Ac.

Surveys and Mapping by AERO SERVICE CORPORATION - Philadelphia, Penna.

U.S. ARMY

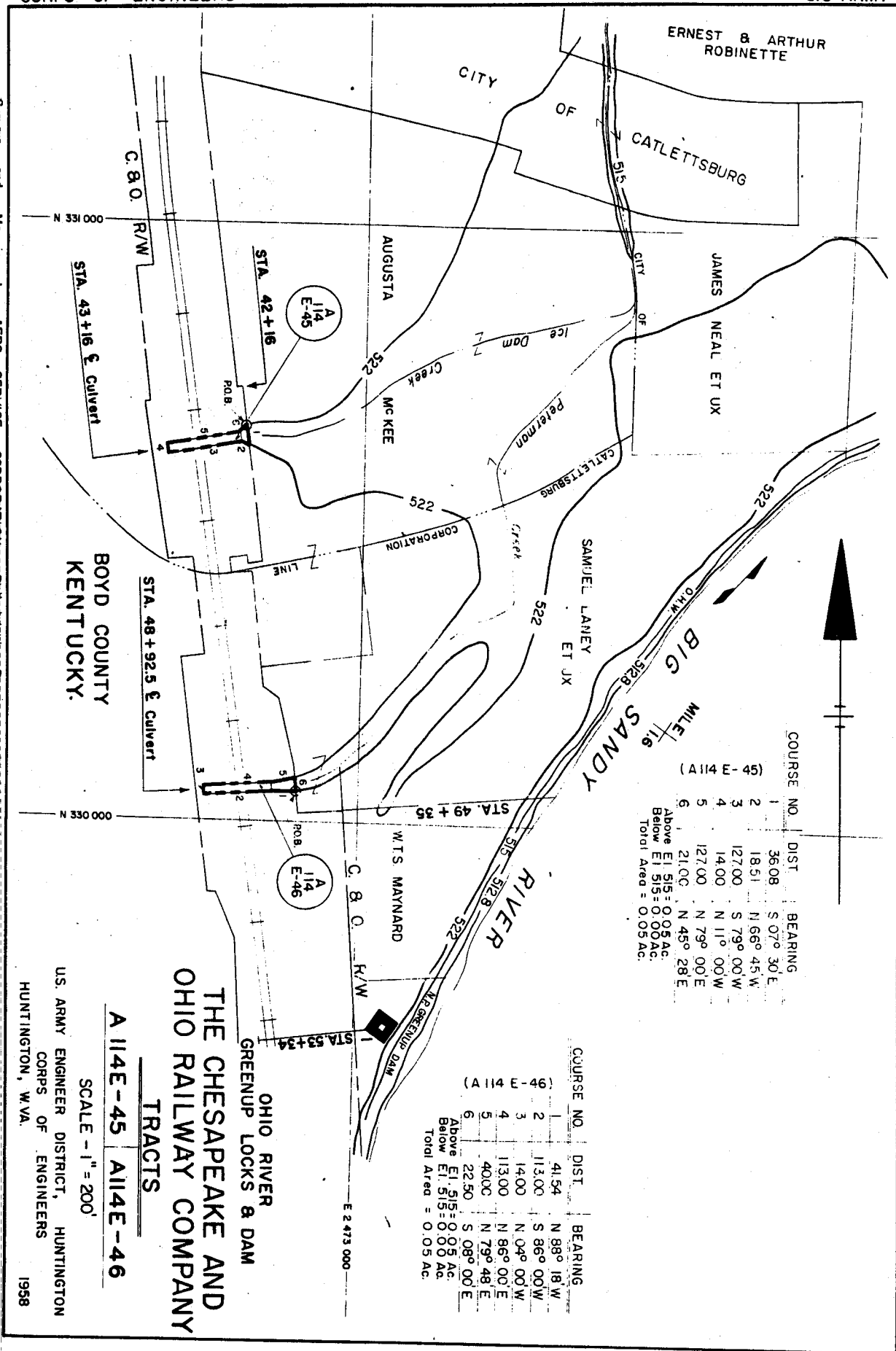


CORPS OF ENGINEERS

U.S. ARMY

Survey and Mapping by AERO SERVICE CORPORATION - Philadelphia, Penna.

Revised 1-24-59



COURSE NO. 1 (A 114 E-45)

COURSE NO.	DIST.	BEARING
1	36.08	S 07° 30' E
2	18.51	N 66° 45' W
3	127.00	S 79° 00' W
4	14.00	N 11° 00' W
5	127.00	N 79° 00' E
6	21.00	N 45° 28' E
Above E.I. 515 = 0.05 Ac.		
Below E.I. 515 = 0.00 Ac.		
Total Area = 0.05 Ac.		

COURSE NO. 2 (A 114 E-46)

COURSE NO.	DIST.	BEARING
1	41.54	N 88° 18' W
2	113.00	S 86° 00' W
3	14.00	N 04° 00' W
4	113.00	N 86° 00' E
5	40.00	N 79° 48' E
6	22.50	S 08° 00' E
Above E.I. 515 = 0.05 Ac.		
Below E.I. 515 = 0.00 Ac.		
Total Area = 0.05 Ac.		

THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACTS
A 114E-45 A114E-46
OHIO RIVER
GREENUP LOCKS & DAM

SCALE - 1" = 200'
U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W.VA. 1958

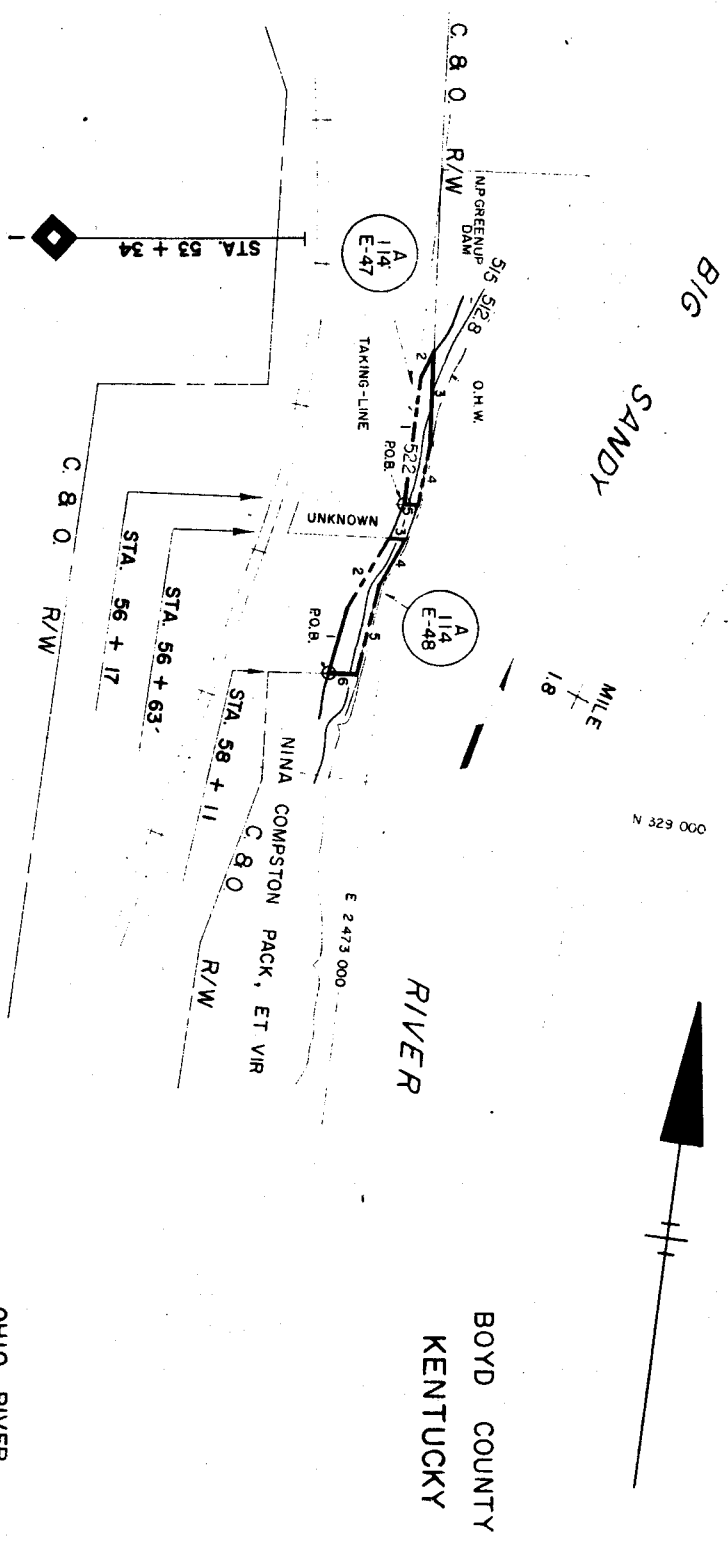
CORPS OF ENGINEERS

U.S. ARMY

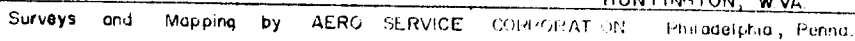
Surveys and Mapping by AERO SERVICE CORPORATION - Philadelphia, Penn.

COURSE NO.	DIST.	BEARING	COURSE NO.	DIST.	BEARING
1	158.00	N 00° 22' W	1	88.57	N 06° 29' E
2	31.62	N 18° 26' E	2	100.22	N 24° 47' E
3	113.64	S 06° 04' E	3	20.02	N 87° 08' E
4	74.17	S 03° 52' W	4	63.69	S 22° 08' W
5	16.03	S 86° 25' W	5	116.73	S 06° 24' W
6			6	35.36	S 81° 52' W
Above El. 515 = 0.05 Ac.			Above El. 515 = 0.09 Ac.		
Below El. 515 = 0.02 Ac.			Below El. 515 = 0.03 Ac.		
Total Area = 0.07 Ac.			Total Area = 0.12 Ac.		

OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACTS
A 114 E - 47
A 114 E - 48
SCALE - 1" = 200'
U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W. VA.
1958



U.S. ARMY



510

CORPS OF ENGINEERS

U.S. ARMY

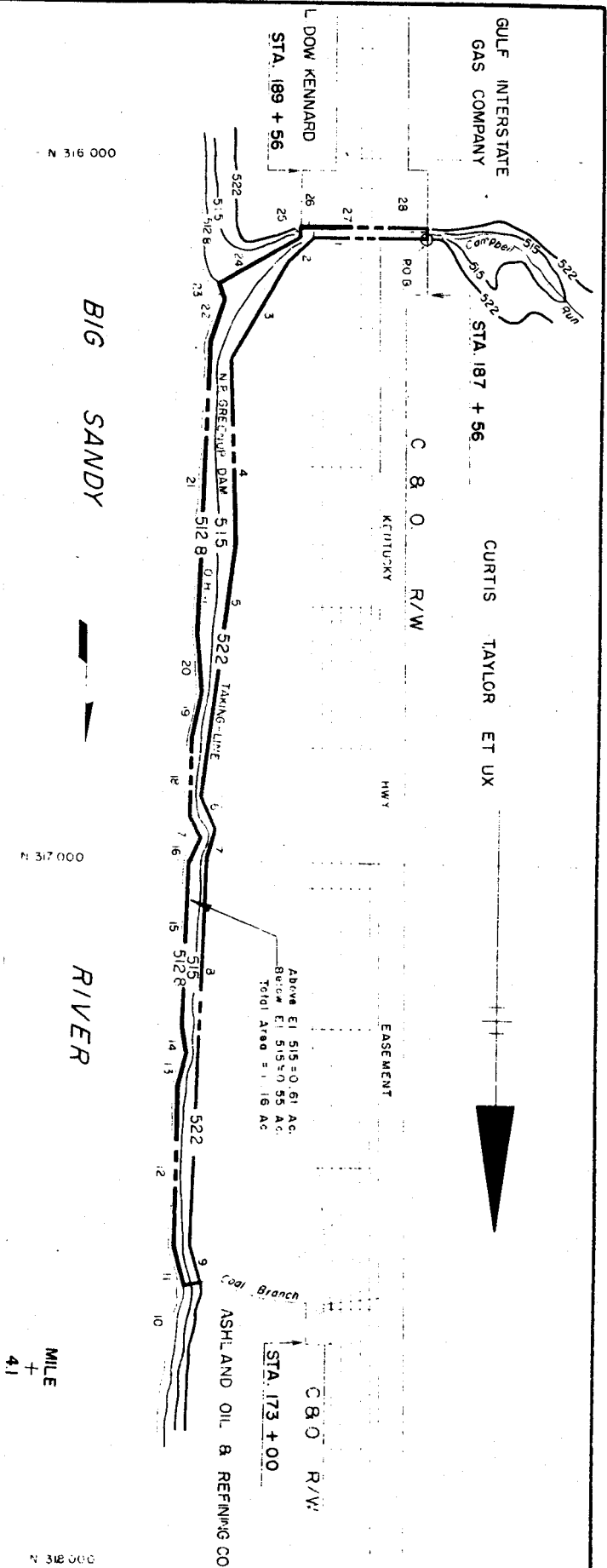
Survey and Mapping by AERO SERVICE CORPORATION - Philadelphia, Penna.

COURSE NO.	DIST.	BEARING	COURSE NO.	DIST.	BEARING
1	164.00	N 85° 30' E	15	238.00	S 01° 36' W
2	50.00	N 46° 00' E	16	42.00	S 21° 57' W
3	159.00	N 29° 30' E	17	31.00	S 30° 14' E
4	266.00	N 02° 16' W	18	109.00	S 01° 00' W
5	366.00	N 06° 34' E	19	72.00	S 10° 33' W
6	45.00	N 24° 15' W	20	81.00	S 06° 24' E
7	45.00	N 15° 00' E	21	419.00	S 01° 46' W
8	540.00	N 12° 15' E	22	60.00	S 18° 21' W
9	72.00	N 14° 55' W	23	23.00	S 26° 30' E
10	25.53	N 77° 38' E	24	132.00	S 59° 37' W
11	60.00	S 12° 10' E	25	12.00	S 00° 30' E
12	233.00	S 00° 46' W	26	18.00	S 89° 30' W
13	47.00	S 13° 28' W	27	164.00	S 89° 30' W
14	38.58	S 09° 17' E	28	14.00	N 00° 30' W

BOYD COUNTY
KENTUCKY

OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACT

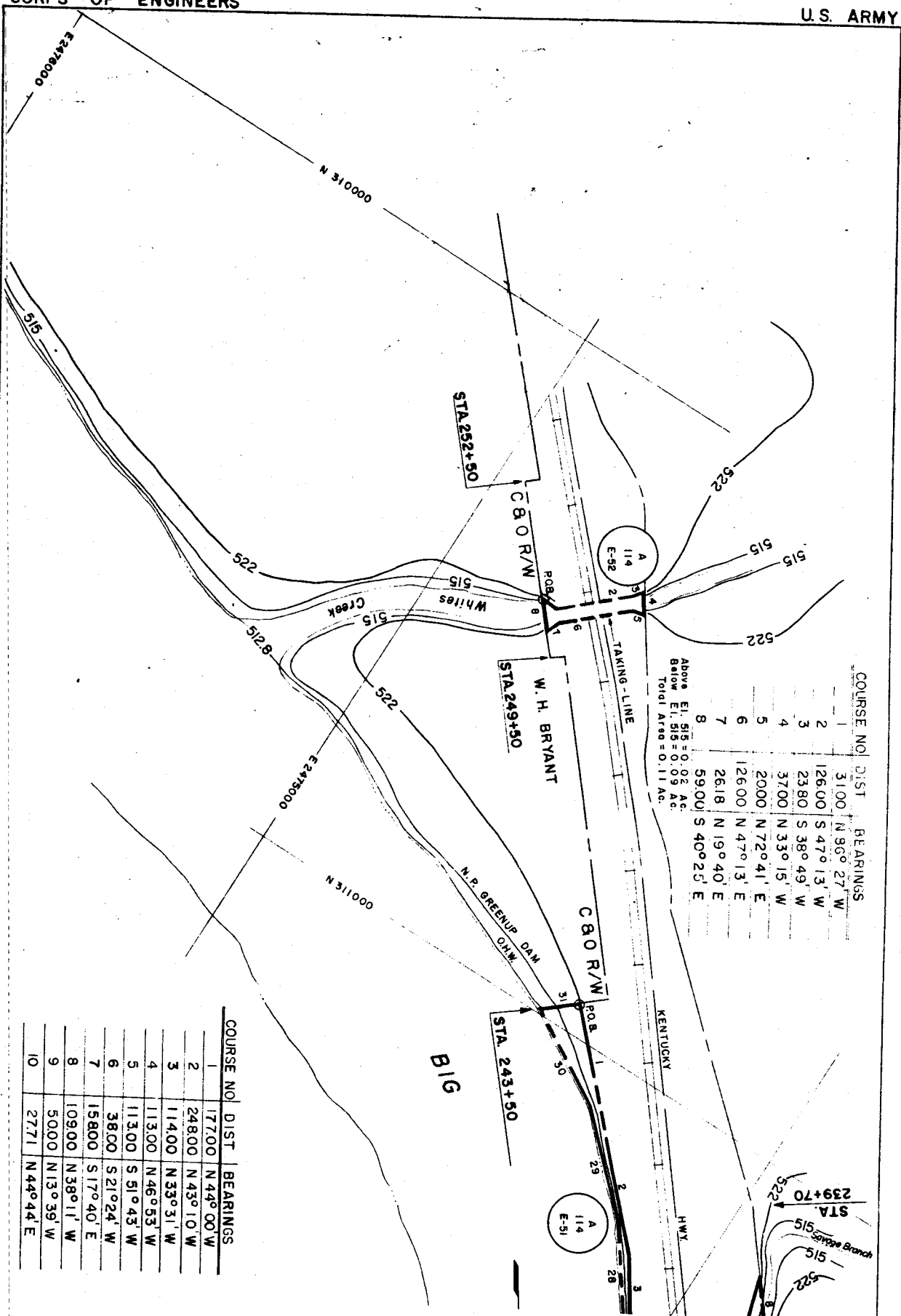
A 114 E-50
SCALE - 1" = 200'
U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W. VA.
1958



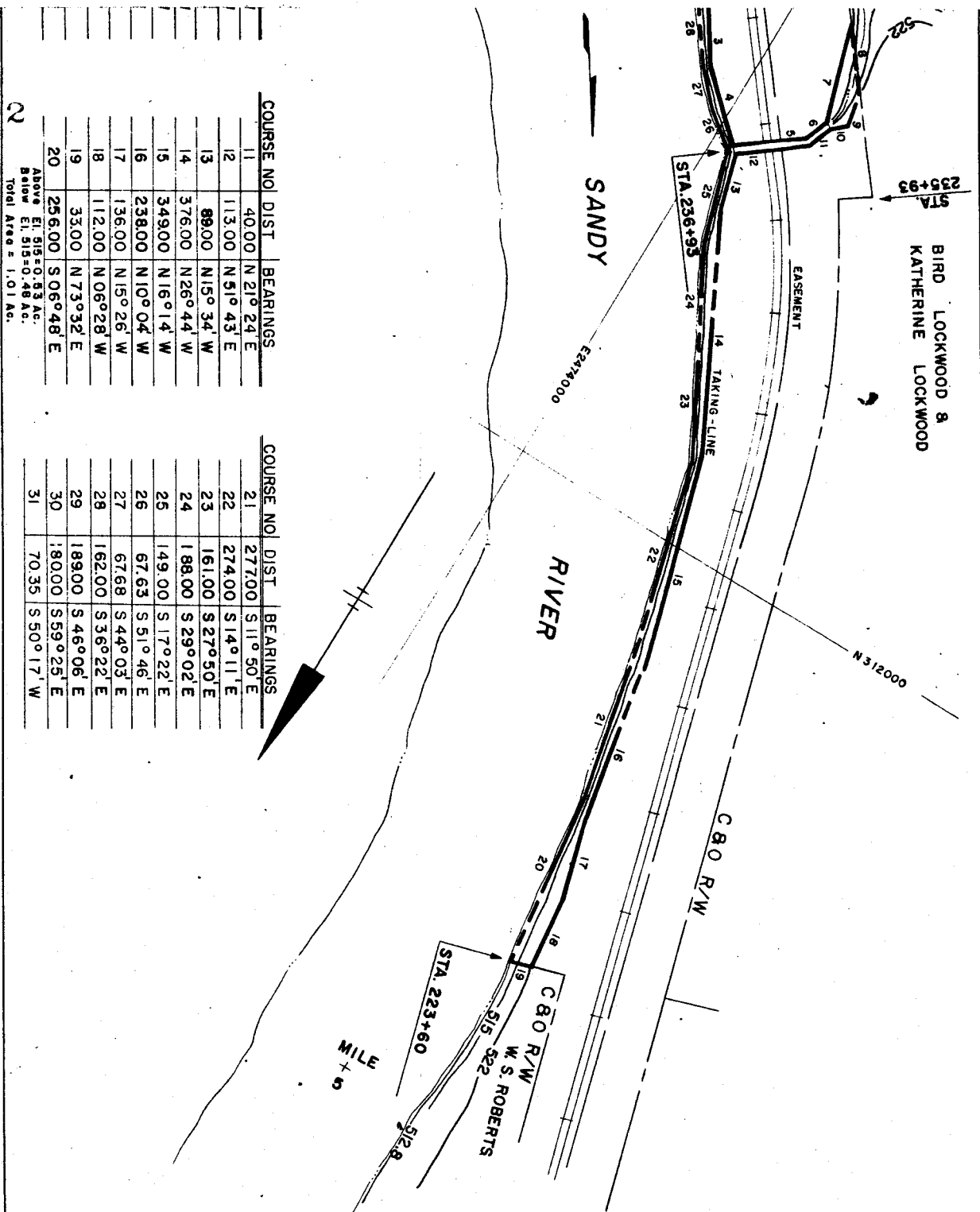
CORPS OF ENGINEERS

U.S. ARMY

Surveys and Mapping by AERO SERVICE CORPORATION - Philadelphia, Penna.



COURSE NO.	DIST	BEARINGS
1	177.00	N 44° 00' W
2	248.00	N 43° 10' W
3	114.00	N 33° 31' W
4	113.00	N 46° 53' W
5	113.00	S 51° 43' W
6	38.00	S 21° 24' W
7	15.800	S 17° 40' E
8	109.00	N 38° 11' W
9	50.00	N 13° 39' W
10	27.71	N 44° 44' E



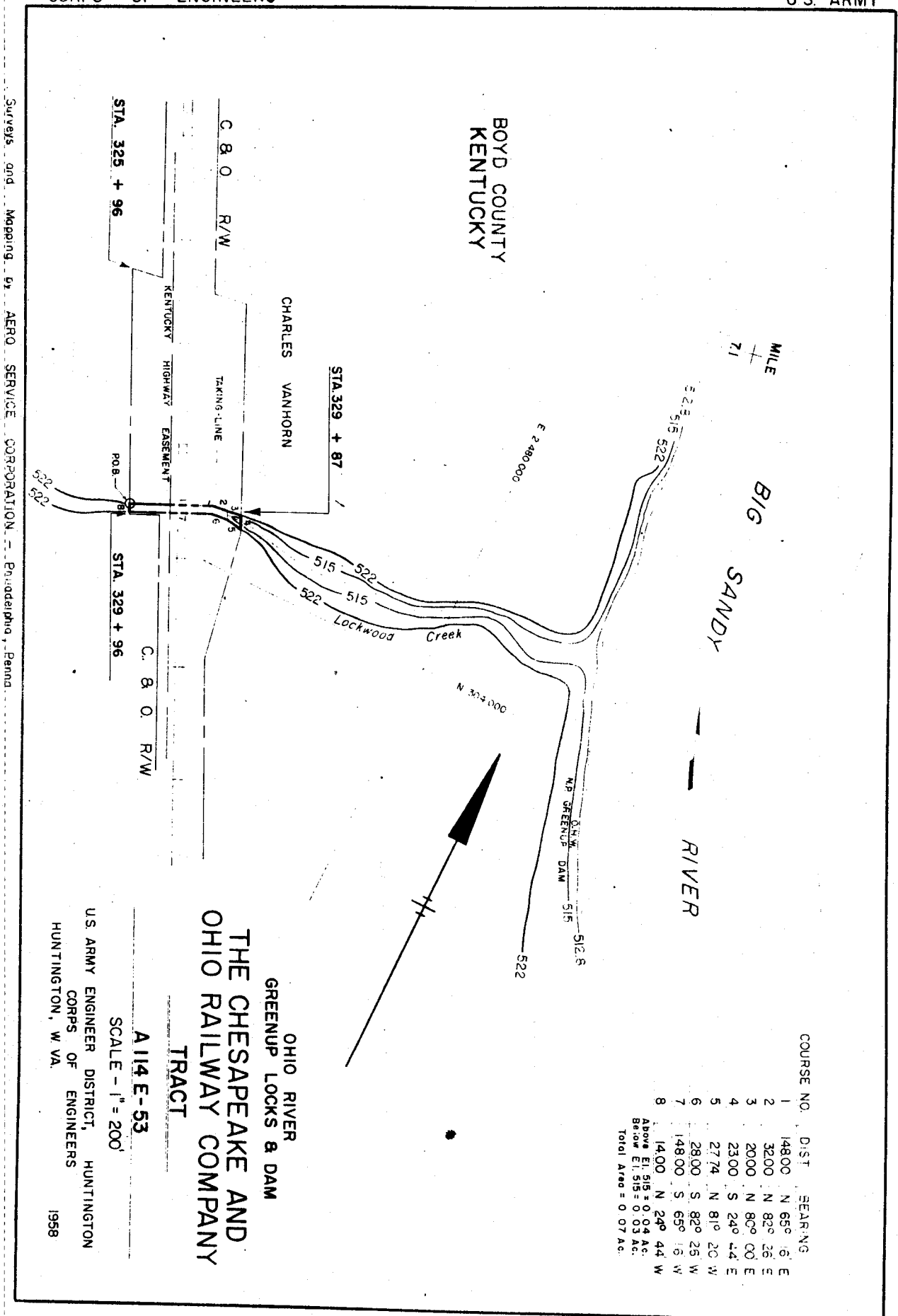
COURSE NO	DIST	BEARINGS
11	40.00	N 21° 24' E
12	113.00	N 51° 43' E
13	88.00	N 15° 34' W
14	376.00	N 26° 44' W
15	349.00	N 16° 14' W
16	238.00	N 10° 04' W
17	136.00	N 15° 26' W
18	112.00	N 06° 28' W
19	33.00	N 73° 32' E
20	256.00	S 06° 48' E
Above El. 515.0-53.0 Ac.		
Below El. 515.0-48.0 Ac.		
Total Area = 1.01 Ac.		

COURSE NO	DIST	BEARINGS
21	27.00	S 11° 50' E
22	274.00	S 14° 11' E
23	161.00	S 27° 50' E
24	188.00	S 29° 02' E
25	149.00	S 17° 22' E
26	67.63	S 51° 46' E
27	67.68	S 44° 03' E
28	162.00	S 36° 22' E
29	189.00	S 46° 06' E
30	180.00	S 59° 25' E
31	70.35	S 50° 17' W

OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACTS
A114-E-51 A114-E-52
SCALE - 1" = 200'
U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W.VA. 1958

512

CORPS OF ENGINEERS



CORPS OF ENGINEERS

U.S. ARMY

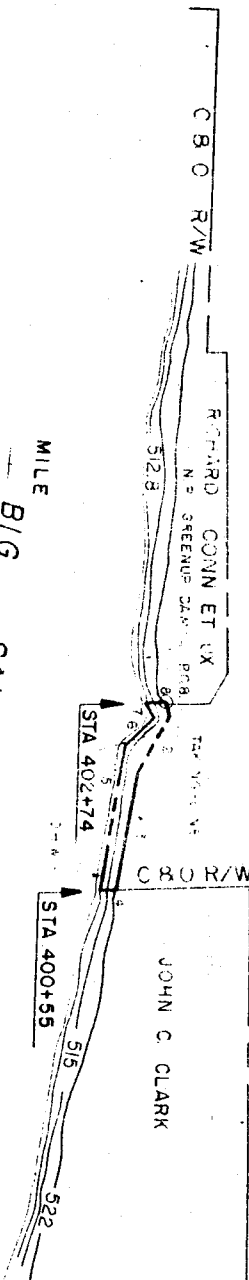
Surveys and Mapping by AERO SERVICE CORPORATION - St. Joseph, Penna.

COURSE NO.	DIST.	BEARINGS
1	14.14	N 89° 08' E
2	79.25	N 42° 57' E
3	142.71	N 43° 00' E
4	1932	S 72° 28' E
5	73.52	S 26° 43' W
6	49.40	S 58° 15' W
7	19.10	S 06° 01' E
8	25.30	N 76° 34' W
Above El. 515 = 0.0 AC		
Below El. 515 = 0.02 AC		
Total Area = 0.12 AC.		

OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACT
A 114 E-54
SCALE - 1" = 200'
U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, WVA
1958

BOYD COUNTY
KENTUCKY

MILE
88
BIG SANDY RIVER



515

CORPS OF ENGINEERS

U.S. ARMY

Surveys and Mapping by AERO SERVICE CORPORATION - Philadelphia, Penna.

BOYD COUNTY
KENTUCKY

COURSE NO.	DIST.	BEARING
1	1772	S 73° 37' E
2	293.55	S 15° 25' W
3	414.13	S 27° 37' W
4	78.85	S 15° 27' W
5	147.60	S 25° 42' W
6	321.73	S 16° 48' W
7	570.13	S 11° 51' W
8	121.15	S 07° 48' E
9	95.02	S 0° 12' W
10	208.68	N 10° 46' W
11	227.26	N 08° 06' E
12	371.34	N 13° 33' E
13	30.89	N 29° 02' W
14	38.08	N 66° 48' E
15	297.92	N 17° 35' E
16	267.65	N 24° 05' E
17	354.66	N 25° 55' E
18	281.04	N 16° 07' E

BIG SANDY RIVER
WEST VIRGINIA

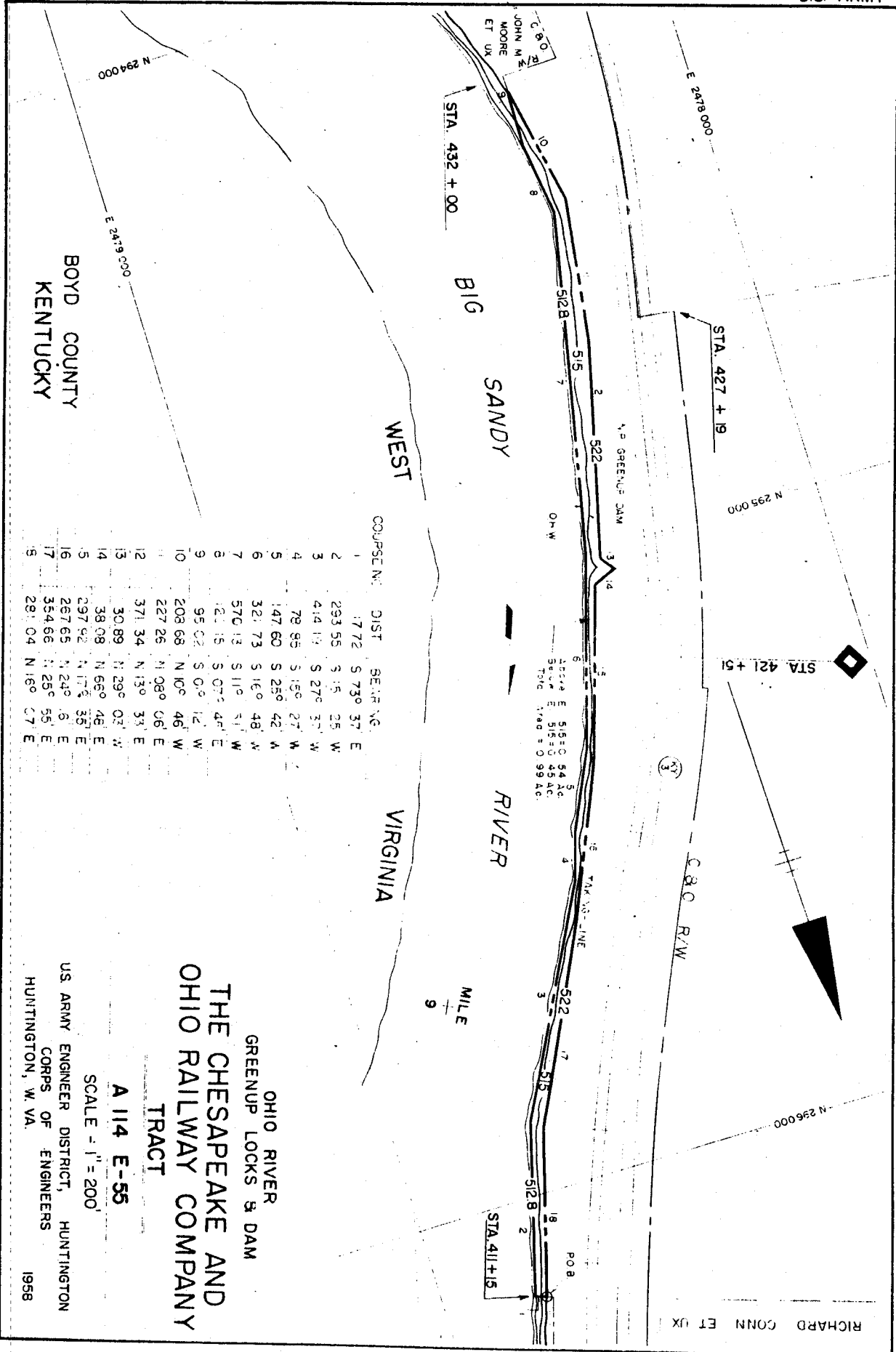
MILE
9

OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACT

A 114 E-55

SCALE - 1" = 200'

U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
CORPS OF ENGINEERS
HUNTINGTON, W. VA.
1958



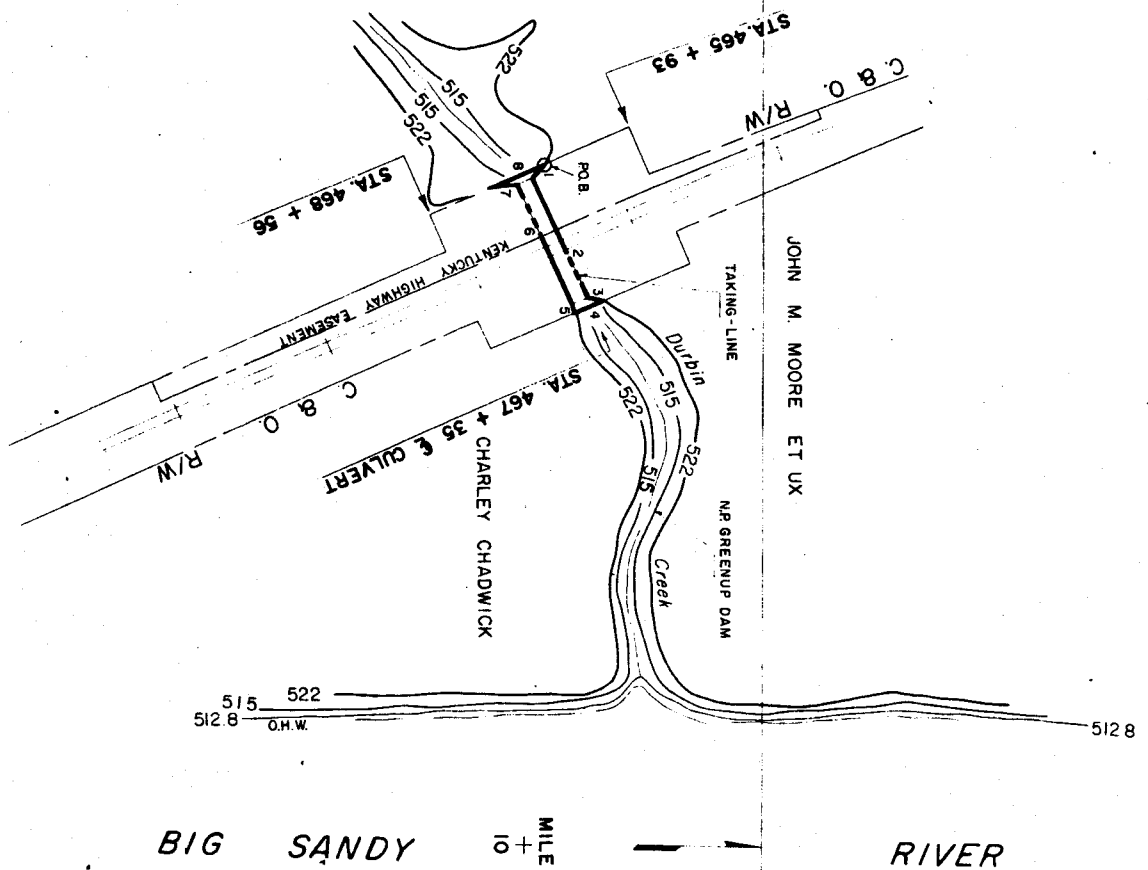
RICHARD CONN ET UX

516

CORPS OF ENGINEERS

U.S. ARMY

Surveys and Mapping by AERO SERVICE CORPORATION - Philadelphia, Penna.



COURSE NO.	DIST.	BEARING
1	2000	S 47° 00' E
2	16100	N 65° 04' E
3	2003	N 07° 40' E
4	4000	S 24° 56' E
5	1100	S 74° 05' W
6	16100	S 65° 04' W
7	3000	S 10° 55' E
8	6900	N 24° 56' W

Above El. 515 = 0.02 Ac.
 Below El. 515 = 0.07 Ac.
 Total Area = 0.09 Ac.

OHIO RIVER
GREENUP LOCKS & DAM
THE CHESAPEAKE AND
OHIO RAILWAY COMPANY
TRACT

A 114 E - 56
 SCALE - 1" = 200'
 U.S. ARMY ENGINEER DISTRICT, HUNTINGTON
 CORPS OF ENGINEERS
 HUNTINGTON, W. VA.
 1958

BOYD COUNTY
KENTUCKY

CORPS OF ENGINEERS

U.S. ARMY

Surveys and Mapping by AERO SERVICE CORPORATION - Philadelphia, Penna.

